

**RESOLUTION OF THE PIEDMONT AUTHORITY FOR REGIONAL  
TRANSPORTATION (PART) IN SUPPORT OF THE GREENSBORO  
METROPOLITAN PLANNING ORGANIZATION TO AMEND THEIR  
THOROUGHFARE PLAN MAP WITH NEW ROADWAY ALIGNMENTS IN  
VICINITY OF THE PIEDMONT TRIAD INTERNATIONAL AIRPORT**

**WHEREAS**, North Carolina General Statutes Chapter 160A, Article 27 provided for the creation of the Piedmont Authority for Regional Transportation (PART); which became incorporated on the 17<sup>th</sup> day of July, 1998; and

**WHEREAS**, PART has been created to promote the development of sound transportation systems within its territorial jurisdiction; and

**WHEREAS**, PART is working to enhance mobility and to sustain the quality of life in the Piedmont Triad region for all citizens and visitors to North Carolina; and

**WHEREAS**, PART has served as the facilitating agency for the development of the Airport Area Transportation Study in concert with the NCDOT, Cities of Greensboro, High Point and Winston-Salem; Piedmont Triad International (PTI) Airport Authority and Guilford County, and

**WHEREAS**, PART has assisted in the development of future new roadways to accommodate the travel needs to the PTI Airport for citizens of the Piedmont Triad and Southern Virginia.

**NOW, THEREFORE BE IT RESOLVED** that the PART Board of Trustees supports the Greensboro MPO in the amendment of the thoroughfare plan map to include a system of proposed new roadway alignments in the vicinity of the PTI Airport to accommodate the travel needs of citizens and visitors.

**BE IT FURTHER RESOLVED** that the NC Department of Transportation be requested to appropriate sufficient funding to move forward with the documentation of environmental impacts of the proposed new roadways in the Airport Area Transportation Study.

Motion made by Otis Sillman and seconded by Bill Whiteheart  
and approved on this being the 14<sup>th</sup> day of May 2003.

Approved: Sandy Carmany  
Sandy Carmany  
PART Board Chairperson

Witnessed: Robert A. Bue  
PART Attorney

**RESOLUTION OF THE WINSTON-SALEM URBAN AREA METROPOLITAN  
PLANNING ORGANIZATION IN SUPPORT OF THE GREENSBORO URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION'S EFFORTS TO AMEND THEIR  
THOROUGHFARE PLAN MAP TO INCLUDE THE GUILFORD COUNTY PORTION  
OF THE REGIONAL AIRPORT CONNECTOR FROM FORSYTH COUNTY**

**WHEREAS**, the Greensboro Urban Area Metropolitan Planning Organization has identified a number of new roadway alignments, including a Regional Airport Connector to Forsyth County, that will provide better regional access in the vicinity of the Piedmont Triad International Airport; and

**WHEREAS**, the Winston-Salem Urban Area Metropolitan Planning Organization amended its Thoroughfare Plan in 2001 to include a Regional Airport Connector, between the Eastern Portion of the Proposed Northern Beltway in Forsyth County and the Guilford County line to the east, in order to better accommodate the travel needs of citizens and visitors; and

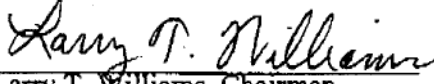
**WHEREAS**, the Winston-Salem Urban Area Metropolitan Planning Organization staff has been working with the staff of the Piedmont Authority for Regional Transportation (PART) and the Greensboro Urban Area Metropolitan Planning Organization to identify potential routing of the Regional Airport Connector; and

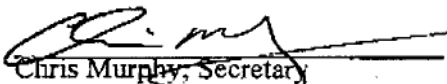
**WHEREAS**, the Greensboro Urban Area Metropolitan Planning Organization is seeking to amend its Thoroughfare Plan to include a Regional Airport Connector.

**NOW, THEREFORE BE IT RESOLVED** by the Winston-Salem Urban Area Metropolitan Planning Organization that we support the Greensboro Urban Area Metropolitan Planning Organization's efforts to amend their Thoroughfare Plan to include a Regional Airport Connector to Forsyth County.

**BE IT FURTHER RESOLVED** by the Winston-Salem Urban Area Metropolitan Planning Organization that the North Carolina Department of Transportation is requested to appropriate sufficient funding to move forward with the documentation of environmental impacts of a proposed Regional Airport Connector.

Motion made by Charlie Wolff and seconded by Fred Terry and approved by a unanimous vote on this, the 15<sup>th</sup> day of May, 2003.

  
Larry T. Williams, Chairman  
Transportation Advisory Committee

  
Chris Murphy, Secretary  
Transportation Advisory Committee

PART  
6415 Bryan Boulevard, Suite 18  
Greensboro, NC 27407

May 21, 2003

RE: Greensboro Urban Area Thoroughfare Plan

Attached you will find letters and completed Public Comment Forms primarily from the residents of Bull Run, Quail Creek and Woodfield neighborhoods regarding the proposed Thoroughfare Plan.

Some of the attached copies may have previously been submitted (via e-mail/fax).

Additional (new) copies may be submitted before the end of the day.

Copies of these letters/comments will be sent to:

TAC:  
Sandy Carmany  
J. Douglas Galyon  
Mary Rakestraw  
Bob Landreth  
Don Vaughan  
Robbie Perkins  
Keith Holliday

County Commissioners:  
Steve Arnold  
Jeff Thigpen:  
Linda Shaw:  
Mary Rakestraw  
Bob Landreth:  
Bruce Davis:  
Skip Alston  
Billy Yow:  
Mike Barber:  
Carolyn Coleman:



**Bruce W. Bunce**

8304 Quail Creek Dr.  
Colfax, NC 27235

Phone: 336-253-1426

Fax: 336-665-1355

e-mail: [bbunce@triad.rr.com](mailto:bbunce@triad.rr.com)

Representatives of our neighborhood plan to attend (and present) at the TAC Meeting on May 28.

We thank you for reviewing these and trust that you will respect the position and impact that this plan has already made. Your active support in the endeavor is greatly appreciated.

Again, thank you for your consideration.



## Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study  
AND  
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed).

\* See the ~~three~~ <sup>4</sup> pages attached \*

Please submit completed comment forms to **PART**, using any of the methods listed here:

Mail:

**PART**

6415 Bryan Boulevard, Suite 18  
Greensboro, NC 27409

Fax:

(336) 662-9253

E-mail:

[scotttr@partnc.org](mailto:scotttr@partnc.org)

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.

Name K. Lander

Phone 336-668-9280

Affiliation Swail Creek Home Owners Association Board member & stakeholder

Fax \_\_\_\_\_

Address 8310 Swail Creek Dr.

E-mail klander1@triad-rr.com

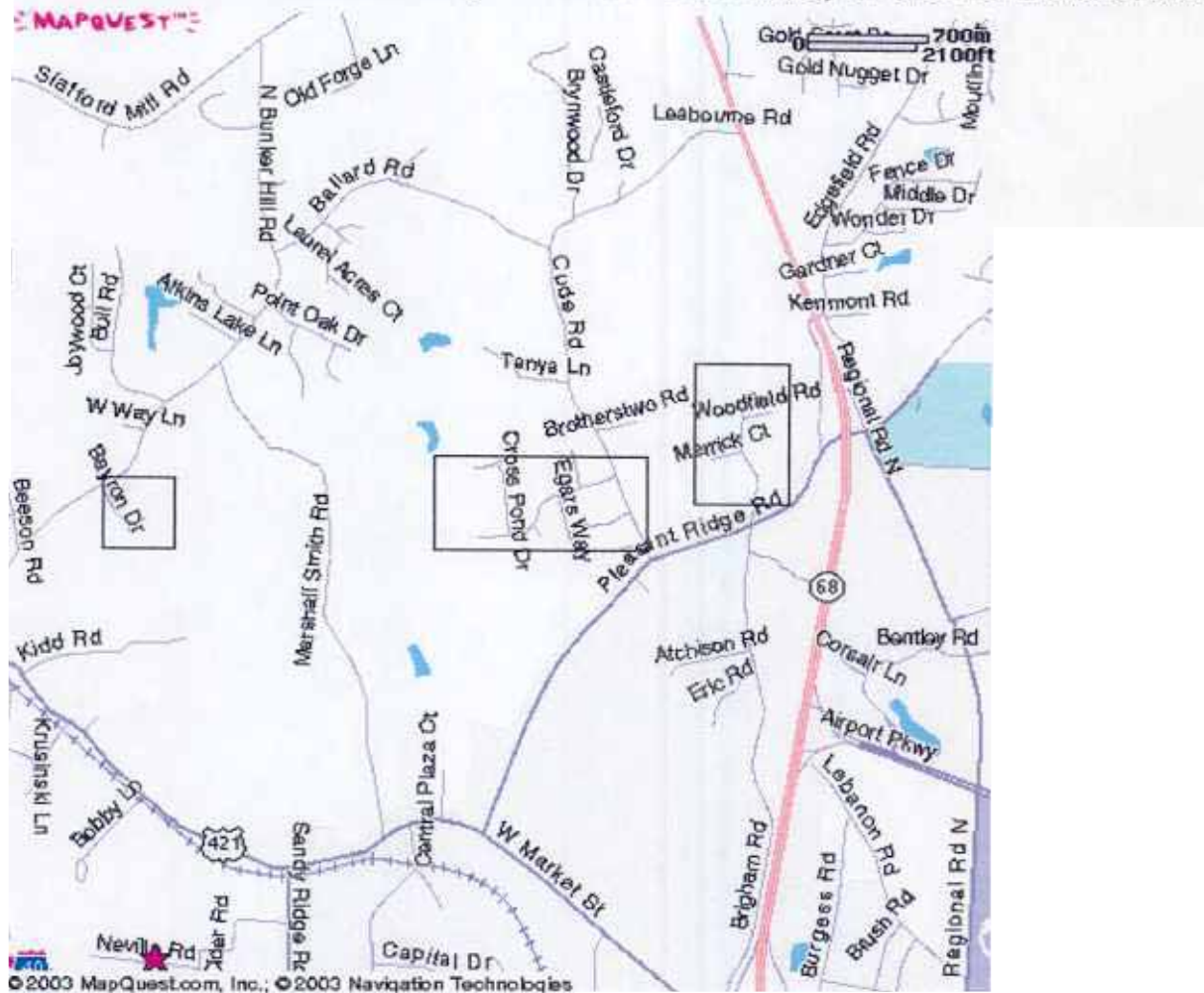
Colefax, NC 27235

☒ Check here if you would like to be added to the PART mailing list.



## Background Information

- We are a coalition of neighborhoods - Bull Run, Quail Creek and Woodfield:



- We fall under Guilford County jurisdiction but are outside Greensboro City Limits

**Our neighborhoods were all established within the last four years**

There are approximately 125 occupied houses in our neighborhoods

The prices of our homes average \$250,000

**Our lots sizes are  $\frac{1}{2}$  acre to 4 acres in size**

### **If Alternative #2 is selected**

- 11 of those homes would have to be destroyed
- Approximately twenty remaining homes would be within 500 yards of a new highway (these homes would not be eligible for any compensation under NC law and the noise & air quality impact at this distance is estimated to severely compromise the quality of life)
- The main entrance to Woodfield would be obliterated
- One of the two entrances to Quail Creek would be obliterated
- **We are well aware these roads are conceptual in nature**  
We are well aware these roads won't be built for at least ten years
- **We are well aware the path these roads will take will shift dramatically through the various planning phases to come**
- **We are fighting what we consider to be the first (and most important) fight in the process - making sure the maps do not SHOW that there will be highways through or right next to our neighborhoods.**

If they DO, our housing values and our ability to sell our homes will be drastically reduced REGARDLESS of whether the roads ultimately come through our neighborhoods or not.

### **Relevant Points That We Are Submitting in Our Public Comment Forms**

1. We learned from PART staff that it was a "close call" in deciding that Alternative #2 become the recommended plan. The margin of error in estimating costs for construction even the playing field and offer no compelling reason that Alternative #2 "wins". The factor that PART is taking into consideration most in claiming #2 wins is cost (see arguments below as to how many true costs were not included in the plan estimate).
2. The average home values used to estimate cost of obtaining right of way was \$150,000. At least one-third of the homes that would be seized in Alternative #2 have an average value of \$250,000 .
3. Alternative #2 obliterates the entrance to Woodfield yet no plan to build a bridge or a new entrance was included in the cost estimate. PART now says they would most likely recommend a new entrance be constructed from Cude Road and estimate this cost to be \$600,000. Again, this was not included in the costs. What's more, this \$600,000 estimate does not include acquiring right of way

from the properties on Cude Road or the from the developer who owns the remaining property in Woodfield.

4. Population density around the highway was not studied in these plans and Alternative #2 has the highest population density that would be negatively impacted.
5. The mamouth interchange at Pleasant Ridge & 68 (which would also be connecting I-73 and the New Northern Forsyth Airport Connector) will create a large amount of local congestion that was not considered as a negative impact in planning. In addition to already heavy commuter traffic, school buses use this route extensively.
6. One of the stated objecitves of the highway plan was to divert traffic away from the airport as much as possible yet this interchange increases traffic near the airport (in comparison to Alternative #3).
7. Moving the Highway connector (#6 above) more north in Alt. 3 supports better "planning" for the undeveloped land between the airport and the highways because it allows for a larger amount of available land use that is uninterrupted by highways. This speaks to predicted growth in residential, commercial and office/retail devleopment in this area and more organized planning to accomodate this growth, ensuring this continues to be a desirable place to live.
8. Alternative #3 direct Southbound I-73 traffic away from the airport to Painter Boulevard and directing traffic away from the airport is a stated goal of the study.
9. Alt. #3 impact 1 less business, and reduces noise mitigation from residents to 29 to 12 (vs. Alt. #2).
10. Alt. #3 supports impacts the least amount of brand new neighborhoods that were constructed after these roads were proposed.
11. There are 3 Surface Waters (defined as "ponds and lakes") shown on Alternative #2 that are bisected by highways and yet the Acreage indicated as impacted is Zero.
12. The cost of relocating Bryan Boulevard should be factored into the overall cost of these highways but because that cost is happening NOW, it is not. In addition to spending over \$60 million tax payer dollars, the environmental resource agencies recommend using existing roadways where possible. It is irresponsible not to use the relocated Bryan Boulevard as the East/West connector for I-73 to Painter Boulevard.

28-May-03

Good afternoon. My name is Bruce Bunce. I am here today representing the neighborhoods of Quail Creek, Woodfield and Bull Run.

Thank you for allowing me the opportunity to present today.

I will focus my comments in 5 central thoughts,.... as follows

1. We've tried to do our homework and respond in a timely way.
  2. Here's where we're having major heartburn (choking on the plan).
  3. Things that we see as major issues of the process/plan (The Big Uglies)
  4. trying to get a handle on "fixed" and "variables" issues and concerns.  
What's really negotiable, what's not?
  5. And finally, Specific Recommendations/Conclusion
1. We've tried to do our homework:
    - Since April 15 we've had an open dialog with many of you. For those that made the time, we thank you.
    - Not even 6 weeks has passed since this plan was announced. It really has not afforded us much time to really get our arms around the facts, data and more particularly the intangible, but important, issues involved.
    - We've done our best to objectively understand both the need for the roads and the data (and justification for the process) that supports it.
    - A central part of our effort has been to share information and become more informed. We've shared what we've learned with others including decision makers, planners and neighbors. You should have copies of a document called "background information" in front of you. This will illustrate and summarize the issues we've submitted from the Public Comments forms.

2. Here's where we're having some heartburn (choking on the proposed plan).

A. First of all, beginning April 15, our property values had an immediate impact.

- Members of TAC have emphasized that this is just a plan..."a rough draft". Regardless of the roughness of it, it has, and will have, an immediate and significant impact on our ability to sell our homes.
- Why would it be legally required (realtors) to be forthright and communicate to others this impending 'Harm' if it weren't somewhat real.
- There are three levels of impact from your "Conceptual" project.

Level I Is the impact of having your house destroyed. In this scenario, DOT/NC buys the houses.

Level II Is where you are simply deafened by the highway because it runs through recently developed property.

Alternative #2 has the greatest number of homes directly or indirectly affected. Even after comments were received in November, public response appeared to be ignored.

Level III Examines the fact that NO assistance will be offered to homeowners who will now have a 6 lane highway running in their backyard.

- Our neighborhoods are relatively new. Many residents have moved in from out of state. Most are professional-level tax payers to the community. For many, this is their introduction of "government" at work

at a local level. This also raises the sensitivity to a community that is trying to foster economic development and retaining professionals.

- This is an emotional issue when you start to consider the financial hardship that this may cause.
- Homes will likely be harder to sell and likely be on the market longer than normal.

B. Alternative #2 is not Disparate from Alternative #3. We believe that the traffic models were the compelling factor in your decision. That concerns us by not paying attention to many of the important planning considerations of the evaluation matrix.

- The recent adjustments made to the grid DO NOT indicate a clear advantage for Alternative #2 vs. #3 (or even 4). Between 2 and 3 the only true delineating factor is the cost, which at this stage of the game is a differential of about 6%. But that doesn't take into consideration missing data.

1. We've questioned much of the data of this matrix. At this point:

- Why wasn't more consideration given to what we call "Concentric Circles of Population". Clearly, Guilford County Planning Office had to be aware of the growth that has already occurred in this are of the county. Is this not as important as Socioeconomic or infrastructure factors?



- We're not experts on the "modeling" used but we certainly question the need for certain "legs" of these alternatives, particularly to NE Forsyth Co. We're not clear on how the equations change if certain legs are not justified.
- Essentially, the data that supports the matrix we feel has tremendous potential for subjectivity.
- Back in Nov. input was requested. The overwhelming majority received resulted in support for Alt. #4. Here we are again, not only trying to make our voices heard, but wondering if this process really matters when it's all said and done.
- My objective today is not to rehash/debate the pro's and con's between the alternatives considered but instead to look beyond the hard data before you. Let's take a look at how this plan will have significant impact on the tranquility of life, potential for growth in our community, and financial implications to those both in the path and adjacent to these new roads.

C. The third area of heartburn that we're experiencing involves where we can "pro-actively" participate in this process. I pose 4 questions.

- Is the planning for these roads a "feta complete" or can our voice make a difference?
- Will over 100 respondents make any affect on influencing the decisions made today?.

- How can we instill “integrity/faith” in the system of planning that is both pro-active, objective in meeting the needs of residents, DOT, the County and other interests? Additionally, can we create a process that helps inform and educate?
- Is there a way to put a tangible value on Quality of Life?

3. Aside from the immediate impact of this plan, the 3<sup>rd</sup> area that I’d like to address are the Uncertainties – Big Uglies, or whatever you want to call them.

Again, for sake of time, I won’t try to list them all but the bigger issues involve:

- The plan is at a “Conceptual” basis at this point. Many of the details will, of course, be worked out in time. We’re trying to get our arms around what the implications are of choosing between the best “conceptual” plan according to the needed justification to move this process forward. Too many of us have a need for details. Details that cannot, or will not, be ironed out for years.
- Striking a balance between local and through traffic is a goal. Alt. #2 has the potential to create Guilford County’s next Wendover/40 interchange (or worse) at Pleasant Ridge @ 69 (40-73). We’ve heard that there will likely be no local access to the highways. We’ve heard that the bridges and ramping will be 3 layers high to accommodate the “flow”. The “new” water tower will need to be relocated, hopefully without interfering with the expanded Airport plans/radar. We have

questioned the number of business and that will have to be relocated...and still don't have solid data on which ones. Access road to nearby schools (including buses) must be considered. Yet, one of the goals is to move local traffic away from the airport. Is this consistent?

- Woodfield will be split in Alt. #2. NO costs were considered in the plan for access roads/right of way. Why? Additionally, average homes were factored into the pricing model @ \$150K vs. the \$250-\$275K that most homes would typically sell for (today).
- Are the needs of commuters being placed above the greater good of those living near these proposals, or maybe close enough to suffer but not be destroyed in the RED Line?
- Imagine how we will serve the community as ambassadors in our respective roles. Some of us are asked to provide counsel to professionals considering moving to the Greensboro area. I'm not sure how I can honestly approach this. A year ago I thought the economic goal was to retain professionals and business. Now I'm not so sure.

4. Determining between “fixed and variable. .what are the negotiable issues on the table?

- In our collective discussions we asked ourselves what the best way was for us to objectively deal with this proposal. Each neighborhood has specific issues, yet we felt it was in our best interest to support a plan that had the least affect of the “whole”. We also felt it was important to understand the objectives of the Plans and Alternatives before us. Let me be clear that we support the need for the roads in 15-20 years. We also recognize and honor the planning that has occurred over the past 2-3 years. We did not favor backing this process up with a new plan to consider. Making recommendations for “tweaking” Alternate #2 was NOT something that we considered because we lacked the technical information needed in the short time to respond publicly.
- Hopefully our recommendations can be the catalyst for negotiation and change.

## Recommendations/Conclusion

We are hopeful that by raising our concerns in a public forum will affect change.

We are also willing to be a part of a planning process that is inclusive and builds consensus.

We want a plan that meets many objectives, including some of our own.

More specifically, we feel that Alternative #3 impacts the integrity of our neighborhoods the least. We feel that it makes more sense particularly around intersections on 68 (not at Pleasant Ridge). It doesn't continue to relocate water towers, as many businesses, and certainly doesn't impact nearly as many homes.

If a decision is necessary to "tweak" Alt. #2 as the only viable plan, we strongly suggest that the I40/Airport connector from Marshall Smith Interchange connect directly to Bryan Blvd. and only run the connecting arm of I-73 Eastward from Pleasant Ridge Rd. to the new Bryan Blvd. (Airport Entrance). Not only does this variation of Alt. #2 begin to look very similar to Alt. #4....it also meets most, if not all, of the goals of this plan.

In closing, again, I thank you for this opportunity to bring our concerns forward. Please realize that until plans are specified, a "dark cloud" of uncertainty remains over our heads with immediately with significant repercussion. We ask/trust that you will consider our input and continue to work in an open and respectful manor.

Thank you for your time and consideration.

Mark and Raziya Lichtenberger  
Quail Creek Home Owner  
8302 Quail Creek Drive  
Colfax, NC 27235

336-665-6479 (h), 336-931-4228 (o), 336-254-5707 (c)  
milichtenberger@aol.com  
**Please add us to the PART mail list**

May 15, 2003

PART  
6415 Bryan Boulevard, Suite 18  
Greensboro, NC 27409

Re: Piedmont Triad Airport Area Transportation Study and Greensboro Urban Area Thoroughfare Plan Proposed Amendments

Dear PART Administrator:

We are delighted to see that Guilford County is planning for the future. With well thought out planning we can continue to build our communities to nurture our children, sustain our families and contribute to the good of our county, state and country.

We are new residents in Guilford County drawn here by a local company. In March 2003 we committed to purchasing a home in western Guilford County. Within a week before our closing the PART recommendation was made public to build Alternative #2 rather than #4 that was previously published as the favored option in December 2002. I am **very concerned** about the pending recommendation to select Alternative #2 for the following reasons:

- It disrupts the most homes (homes to be condemned + homes impacted by noise) and businesses. Why recommend and approve an option that adversely impacts the most voters and their children? Option 3 is a much better choice impacting the quality of life for fewer homes and businesses.
- Failure to leverage the investment in Bryan Boulevard to build a connector costs millions more total tax dollars. Why not leverage the Bryan Boulevard investment and manage the overall project costs better? Alternative 4 is a much better choice with lower total cost of ownership.
- Three strong and thriving neighborhoods will be weakened by the artificial boundaries of the roadways. Why not build roadways away from the homes to keep the neighborhoods in tact and provide for the essential economic growth at the same time? Alternatives 3 & 4 impact fewer neighborhoods.
- Considering the normal error in estimating large project costs these options are very similar in potential total costs. The total cost of Alternative 4 is probably lowest by reusing Bryan Boulevard. Alternatives 1, 2 and 3 are too close to call therefore other factors as impact on existing homes and businesses should be the deciding factors.
- We feel misled by PART's December statements and the new April recommendation. The new published rationale seems incomplete at estimating total costs, using existing investments and inconsistent with the challenge to find the best alternative for the families, neighborhoods, businesses, wetlands, future business and growth.

An audit of PART's recommendation is in the best interests of Guilford County.

Please reconsider this recommendation and find a way a better way to support all of the constituents involved.

Sincerely,



Mark Lichtenberger  
Raziya Lichtenberger





## Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study  
AND  
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed). I am a resident of the Woodfield subdivision. When we purchased our home 2 years ago we were told nothing of the plans being formulated and would eventually run through or close to our new home. Alternative #2 cuts off the only entrance to Woodfield. It will require a new road to be built into the subdivision. #2 will require a Greensboro City water tower to be relocated at a cost of approximately 2 million dollars. It will cause a large traffic problem at HW 68, I 73, Pleasant Ridge Road and the connector to I 40.

Alternative 2 is not acceptable to many home owners in the County. In the November, 2002 survey, alternative 2 had less support than the other three. If alternative 4 is not viable, then I fully support Alternative 3. It moves the traffic congestion away from the Airport and impacts fewer residents.

*Jerry Bennett*

Please submit completed comment forms to **PART**, using any of the methods listed here:

Mail:

**PART**

6415 Bryan Boulevard, Suite 18  
Greensboro, NC 27409

Fax:

(336) 662-9253

E-mail:

[scottr@partnc.org](mailto:scottr@partnc.org)

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.

Name

Jerry Bennett

Phone

(336) 662-8551

Affiliation

Woodfield Resident

Fax

Address

2210 Brigham Road  
Greensboro NC 27409

E-mail

jrbennett@yahoo.com

☒ Check here if you would like to be added to the PART mailing list.



## Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study  
AND  
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed). Alternative 2 is not acceptable! It cuts off Brigham Road which is the only entrance to our subdivision. It will require a new entrance road to be built. In Feb, 2003 PART made the decision to go North of our subdivision - much like Alternative #3 does. Why was that decision reversed. There are 3 houses in our neighborhood which can't be sold because of the uncertainty since Alt. #2 was announced. Alternative #3 has much out and impacts fewer residents in the County. provide less traffic congestion and smoother flow than #2.

*Sandra Bennett*

Please submit completed comment forms to <b>PART</b> , using any of the methods listed here:	<b>Mail:</b>	<b>PART</b> 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	<b>Fax:</b>	(336) 662-9253
	<b>E-mail:</b>	<a href="mailto:scottr@partnc.org">scottr@partnc.org</a>

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.

Name <u>Sandra L. Bennett</u>	Phone <u>(336) 662-8551</u>
Affiliation <u>Woodfield Resident</u>	Fax _____
Address <u>2210 Brigham Road</u> <u>Greensboro NC 27409</u>	E-mail <u>jrs1bennett@yahoo.com.</u>
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	



## Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study  
AND  
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed). I ASK THAT YOU GIVE RECONSIDERATION TO ALT. 3 AS IT IS CLEARLY MORE SENSITIVE TO YOUR GOAL OF MINIMIZING DISRUPTION OF PEOPLE AND BUSINESSES. ALT. 2 WHICH BISECTS THREE NEWLY DEVELOPED SUBDIVISIONS IS CLEARLY INSENSITIVE TO THE RESIDENTS OF ~~THE~~ NORTHWEST GUILFORD COUNTY. WITH 31 RESIDENTAL RELOCATIONS, 5 BUSINESS RELOCATIONS AND 29 RECEPTORS IMPACTED BY NOISE IT IS ~~THE~~ THE MOST UNDESIRABLE WITH RESPECT TO SOCIOECONOMIC FACTORS.

Please submit completed comment forms to <b>PART</b> , using any of the methods listed here:	<b>Mail:</b>	<b>PART</b> 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	<b>Fax:</b>	(336) 662-9253
	<b>E-mail:</b>	scottr@partnc.org

**Please submit all responses by May 21, 2003. Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>WILLIAM BRUBAKER</u>	Phone <u>931-0934</u>
Affiliation <u>RESIDENT</u>	Fax _____
Address <u>2211 BRIGHAM RD.</u>	E-mail <u>WBRUBAKER@TRIAD.PART.ORG</u>
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	





## Public Comment Form

April 24, 2003

### **Piedmont Triad Airport Area Transportation Study AND Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

**Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed).**

Dear TAC Members,

My wife and I support Alternative #3, as well as all of my Woodfield neighbors, because it has the least amount of negative impact to the greatest number of people. As we understand, PART has not taken into account the true costs and overwhelmingly detrimental impact that Alternative #2 would have, as compared to Alternative #3. PART has estimated the medium cost of houses in Woodfield to be \$150,000. In actuality, the average cost of the houses that would be effected by Alternative #2 range from \$240,000 to \$350,000. My wife and I purchased our home at a cost over \$250,000, and, in just five years our home is now estimated to be worth over \$300,000. In 7-10 years the medium cost of homes in Woodfield is estimated to be well over \$350,000. The expense of buying the houses in Woodfield, at fair market value, would be well more than the \$150,000 that the committee has originally allowed for, and believe me, the residents of Woodfield would want the fair market value for our homes. Additionally, another expense that PART has not taken into account with the support of Alternative #2 is that the expense allotted does not include building another entrance to Woodfield (e.g. a bridge or another type of suitable entrance, and, acquiring right of way from adjoining property or the from the developer(s) who own the remaining property). As well, we understand that studies concerning population density were not consulted in the decision to use Alternative #2. Alternative #2 would negatively effect a denser amount of citizens then would Alternative #3. In fact, the interchange at Pleasant Ridge & 68 created with Alternative #2 would create a large amount of traffic problems that were not even considered as a negative impact in planning. Lastly, Alternative 3 diverts traffic away from the airport, which is a stated goal in your proceedings, much more than Alternative #2 does. Overall, Alternative #3 affects the least amount of expensive neighborhoods. We support alternative # 3

Please submit completed comment forms to <b>PART</b> , using any of the methods listed here:	Mail:	<b>PART</b> 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	Fax:	(336) 662-9253
	E-mail:	scottr@partnc.org

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Larene Glenda Hailey</u>	Phone <u>336-605-4391</u>
Affiliation <u>Woodfield Residents</u>	Fax _____
Address <u>2209 Brigham Rd</u> <u>Greensboro, NC 27409</u>	E-mail <u>LareneGlenda_Hailey@yahoo.com</u>
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

Dear TAC Members,

My wife and I support Alternative #3, as well as all of my Woodfield neighbors, because it has the least amount of negative impact to the greatest number of people. As we understand, PART has not taken into account the true costs and overwhelmingly detrimental impact that Alternative #2 would have, as compared to Alternative #3. PART has estimated the medium cost of houses in Woodfield to be \$150,000. In actuality, the average cost of the houses that would be effected by Alternative #2 range from \$240,000 to \$350,000. My wife and I purchased our home at a cost over \$250,000, and, in just five years our home is now estimated to be worth over \$300,000. In 7-10 years the medium cost of homes in Woodfield is estimated to be well over \$350,000. The expense of buying the houses in Woodfield, at fair market value, would be well more than the \$150,000 that the committee has originally allowed for, and believe me, the residents of Woodfield would want the fair market value for our homes. Additionally, another expense that PART has not taken into account with the support of Alternative #2 is that the expense allotted does not include building another entrance to Woodfield (e.g. a bridge or another type of suitable entrance, and, acquiring right of way from adjoining property or the from the developer(s) who own the remaining property). As well, we understand that studies concerning population density were not consulted in the decision to use Alternative #2. Alternative #2 would negatively effect a denser amount of citizens then would Alternative #3. In fact, the interchange at Pleasant Ridge & 68 created with Alternative #2 would create a large amount of traffic problems that were not even considered as a negative impact in planning. Lastly, Alternative 3 diverts traffic away from the airport, which is a stated goal in your proceedings, much more than Alternative #2 does. Overall, Alternative #3 affects the least amount of expensive neighborhoods. We support alternative #3



## Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study  
AND  
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

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As A NEW RESIDENT OF Woodfield, 2 mths. to be exact.  
It disturbs me to find out two weeks after my purchase,  
that everything that attracted me to this AREA I MY VERY-  
WELL BE LOSING. FROM THE INFORMATION BEING SHARED WITH ME,  
IT SEEMS AS THOUGH THERE ARE MORE FEASIBLE ALTERNATIVES  
THAN #2 AS A PROPOSAL. I TRULY HOPE THERE ARE SERIOUS STUDY,  
AND CONSIDERATION, BEFORE ANY DECISION IS MADE.

*DeWayne Jones*

Please submit completed comment forms to <b>PART</b> , using any of the methods listed here:	Mail:	<b>PART</b> 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	Fax:	(336) 662-9253
	E-mail:	<a href="mailto:scottr@partnc.org">scottr@partnc.org</a>

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>DEWAYNE + VARNETTA JONES</u>	Phone <u>336-664-8089</u>
Affiliation <u>Resident</u>	Fax _____
Address <u>2214 Beigham Rd</u> <u>Greensboro, NC. 27407</u>	E-mail <u>VJONES7628@AOL.COM</u>
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	





## Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study  
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Please see attached comments.

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	<b>E-mail:</b>	scottr@partnc.org

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Mark and Katrina Lilly</u>	Phone <u>336-931-1233</u>
Affiliation <u>Resident - Woodfield</u>	Fax <u>Same</u>
Address <u>2204 Brigham Rd.</u>	E-mail <u>mlilly@triad.rr.com</u>
<u>Greensboro, NC 27409</u>	<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.

May 20, 2003

**Piedmont Authority for Regional Transportation**

As new residents of the Woodfield neighborhood we want to express our concerns about Alternative #2 to the Greensboro Urban Area Thoroughfare Plan. First, let us say that when making our purchasing decision, we spoke with those involved in the planning and recommendation for this thoroughfare. We were told that at a meeting held in February 2003, Alternative #2 was NOT selected as the preferred alternative. Instead, Alternative #3 was the alternative that would be promoted as first choice. We were not terribly concerned about a major highway being developed several miles north of us and made our decision to purchase in Woodfield accordingly. However, imagine our dismay when we learned just one week after moving into our home that the recommendation had changed!

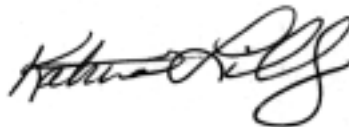
The impact of Alternative #2 on our neighborhood will be devastating. Not only will the thoroughfare obliterate the front portion of the development, the remaining homes will be devalued by increased traffic and the resultant noise and pollution. I understand that ours is not the only neighborhood that will be significantly impacted. Quail Creek and Bull Run will also suffer. Though relatively new neighborhoods, all three are filled with families who enjoy the quiet of the area as well as the convenience to businesses and schools. It is our understanding that of the possible alternatives, #2 has the highest population density that would be negatively impacted (over 350 residents in these three developments). Also, from a purely monetary perspective, we understand that many of the homes that would be seized in Alternative #2, have an average value that is \$100,000 greater than the average value used to estimate the costs of obtaining right of ways.

Given the location of the proposed roadway in Alternative #2, it appears that not only would these neighborhoods be negatively impacted, but also businesses, our schools, and the water tower at the intersection of Pleasant Ridge Road and Highway 68. All of these add to the total cost of selecting Alternative #2. We are also concerned about the safety of our children as they ride to school. Would buses have to compete with the additional traffic, or would new roads have to be built to eliminate the need for buses to travel on the thoroughfare? Either way, the costs are great.

It appears that Alternative #3 would actually be more cost effective with less negative impact. We understand that these plans are conceptual at this point, however, you must realize that although unintended, property values and re-sale in the neighborhoods affected by Alternative #2, will likely be negatively impacted while the final decisions are being made. We strongly urge you to reconsider and select Alternative #3 for the location of this new thoroughfare.

Thank you for your consideration.

Sincerely,



Mark and Katrina Lilly  
2204 Brigham Road  
Greensboro, NC 27409



## Public Comment Form

April 24, 2003

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AND  
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

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	<b>Fax:</b>	(336) 662-9253
	<b>E-mail:</b>	scottr@partnc.org

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Jennifer W. Martineau</u>	Phone <u>336-605-7934</u>
Affiliation <u>Woodfield</u>	Fax <u>—</u>
Address <u>2401 Bringham Rd.</u> <u>Greensboro, NC 27409</u>	E-mail <u>jmartineau@triad.rr.com</u>
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

Dear TAC Members,

After attending all of the public sessions, reading the 100+ page report, and gathering additional information through websites and personal contacts we have learned much about the process and proposed alternatives. Unfortunately, one of the biggest things that we've learned is that there seem to be more unanswered questions than answers themselves.

We understand and appreciate that this may still be somewhat early in the process from your standpoint, however, from our end, the ability to significantly influence things is drawing somewhat to a close. This causes me great concern as many of what we would qualify as critical questions have repeatedly gone unanswered. Answers such as "we haven't looked at the cost of re-building access to that development" (i.e., Woodfield), "we haven't personally looked at the areas that we are proposing to develop", and "I'm sure we'll work something out" just don't cut it when we're talking about making changes that greatly impact people personally, professionally, and most of all, financially.

All we hear is that we just need to get something on the plan so we can have a "stake in the ground". We appreciate the need for planning and the desire to move the process forward, but this is a decision that will impact these communities for at least the next 15-20 years. Putting a stake in the ground for its own sake isn't the way to make this decision.

In addition, when questioning about another alternative, we were given the answer that it was "too late in the game" for considering another alternative. This continues to feed the opinions that the best interests of the county residents aren't necessarily the first priority.

Given everything we've seen and heard, the goal seems to be get something on the map and through the planning boards and we can worry about the details later. Unfortunately, alternative #2 has, in our opinion, some glaring issues. They are as follows:

- The intersection of 40-Airport/I-73:68/Pleasant Ridge Rd. will be a nightmare. The specifics of the traffic (school buses, business, commuters, etc.) through this area have not been examined in sufficient detail. If they have we were not informed
- The recently developed water tower may have to be replaced. If so, the cost was not factored.
- No plan exists for what to do with regard to providing access to the Woodfield development. A significant cost here was not considered.
- Bryan Boulevard becomes underutilized, if not obsolete. I was told by DOT that this was a "political" decision. Call it what you will, but it's a poor use of state and federal funds.

J+J Martineau

Other general issues that we have become aware of during this process:

- average home values were factored at an average of \$150K, which is nowhere near what the actual average would be for option 2 or other options as well
- a zoning request that would have permitted the construction of 74 additional homes (average value of \$225,000-250,000) for the area between Edgefield and Brigham was withdrawn as a direct result of option 2 being "selected"

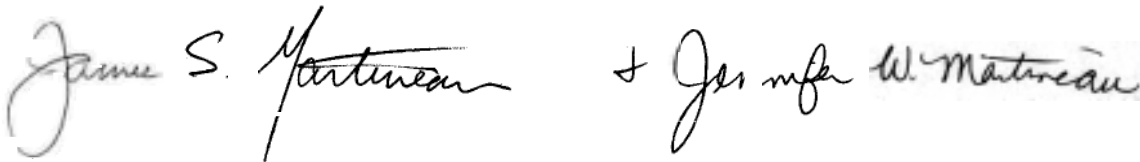
Without the data and models used by the planning groups, the public is forced to believe that the need for these roads and specifically the Winston connector exist. Given the general routing of the connector and the fact that we have been commuting back and forth to Winston for the better portion of the last ten years, we are baffled by this specific portion of the plan. Further, nobody at the last public forum was able to answer questions regarding the routing, impact, or even the real need for the Winston connector. The only answer was that the county governments submitted numbers that indicated that this road was needed. This tends to make one highly suspect.

Given the above issues it seems to me that merit of alternative 2, isn't there. If, at the end of the process the road is to be built, alternative 3 makes much more sense to the community. This alternative would:

- support better "planning" for the undeveloped land between the airport and the highways
- further separate I-40 traffic making access to the airport from the South through the new section of Bryan Blvd./68 more defined
- support the tranquility of the neighborhoods/development with regard to planning efforts and intent of homeowners as well as ensures property values

We know this response has not been brief, but we appreciate the opportunity to offer our thoughts regarding this process.

Respectfully,

The image shows two handwritten signatures in cursive. The first signature is 'James S. Martineau' and the second is 'Jennifer W. Martineau'. They are written in dark ink on a white background.

James S. Martineau & Jennifer W. Martineau



## Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study  
AND  
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	<b>Fax:</b>	(336) 662-9253
	<b>E-mail:</b>	scottr@partnc.org

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>DAN MARTINEAU</u>	Phone <u>(336) 931-1155</u>
Affiliation <u>Woodfield</u>	Fax _____
Address <u>7901 Merrick Ct.</u> <u>Greensboro NC 27409</u>	E-mail <u>The Zeke Family @ earthlink.net</u>
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	



Dear TAC Members,

I've reviewed numerous documents and maps regarding the many alternatives originally proposed and the selection of alternative 2 concerns me greatly. I know this is just one step in the process, but the public input into this process is decreasing quickly.

As a result, I would like to share a few of the reasons why I and others in our neighborhood believe alternative 2 is the not the right choice, assuming any of the roads must be built at all.

They are as follows:

- The intersection of 40-Airport/I-73:68/Pleasant Ridge Rd. will be a nightmare. The specifics of this area have not been reviewed closely.
- The recently developed water tower may have to be replaced
- No plan exists for what to do with regard to providing access to the Woodfield development
- Bryan Boulevard becomes underutilized, if not obsolete. I was told by DOT that this was a "political" decision.

Other concerns viewed are:

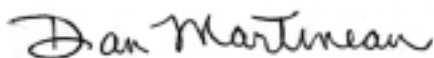
- average home values were factored at an average of \$150K, which is nowhere near what the actual average would be for option 3 or other options as well
- a zoning request that would have permitted the construction of 74 additional homes (average value of \$225,000-250,000) for the area between Edgefield and Brigham was withdrawn as a direct result of option 3 being "selected"

Considering the above it seems to that alternative 2 isn't the best selection. If necessary, alternative 3 makes much more sense to our community. Alternative 3 would:

- support better "planning" for the undeveloped land around the highways
- further separate I-40 traffic making access to the airport from the South through the new section of Bryan Blvd./68 more defined
- support the tranquility of the neighborhoods/development with regard to planning efforts and intent of homeowners as well as ensures property values

Please consider our communities and their individual and collective responses closely during this process as the decision you make today will impact us in more ways than we can imagine and for many years to come.

Respectfully,



Dan Martineau

\* President of Martineau Recruiting Technology  
phone number 996-2286



## Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study  
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	E-mail:	<a href="mailto:scottr@partnc.org">scottr@partnc.org</a>

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>CRAIG McMINN</u>	Phone <u>(336) 605-2995</u>
Affiliation _____	Fax _____
Address <u>7903 MERRICK CT.</u> <u>GREENSBORO, N.C. 27409</u>	E-mail <u>CRAIG.McMINN@CI.GREENSBORO.NC.NS</u>
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

Dear Sir,

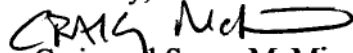
I am a homeowner in the Woodfield Development and would like to express my interest in the proposals currently being considered for the Airport Connector.

Proposals #1 and #2 will run directly through not only my development but others in our area of the county. Our development is relatively new and , of course, none of the homeowners to include the most recent were told of the airport connectors when we made the investments in our homes. Some of the homes in Woodfield , to include ours , are sizeable investments and we have taken great pride in maintaining a beautiful community since we built our houses. We were told when we moved into the development that the area would continue to prosper as a housing development and we have contributed to our lots and the area for over six years.

Two of the proposed highways as connectors (#1 and #2) would destroy our sense of community. There needs to be development in a county such as Guilford and it appears as if proposal #3 would suit the needs of both allowing easier access to the airport and to Bryan Blvd. I urge you to look hard at the impact of totally reconfiguring three prime developments (Woodfield, Quail Creek and Bull Run) as opposed to planning a connector that runs north of our communities such as connector #3. Connector # 3 will enable transportation issues to be resolved while upholding beautiful housing communities that ultimately will add to the fabric of the area. Connector # 3 will, in my opinion, create a much more valuable community to the entire area. The other options being considered will destroy property values and thus investments in all mentioned housing developments in the northwest portion of the county.

Thank you for your time and consideration. Please look at our interests as if they were your own.

Sincerely,

A handwritten signature in black ink, appearing to read "Craig McMinn", written over the printed name.

Craig and Susan McMinn  
7903 Merrick Court  
Greensboro, N.C. 27409



## Public Comment Form

April 24, 2003

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Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

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The proposal #2 decreases the value of the affected properties immediately. Even though the construction may not start for 10 years. For this proposal to be fair, PART should offer to purchase any affected property immediately at fair market value.

I support proposal #3 because it will affect fewer properties.

Please submit completed comment forms to <b>PART</b> , using any of the methods listed here:	<b>Mail:</b>	<b>PART</b> 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	<b>Fax:</b>	(336) 662-9253
	<b>E-mail:</b>	scottr@partnc.org

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Richard A. Summe</u>	Phone <u>336-662-9238</u>
Affiliation _____	Fax _____
Address <u>2217 Brigham Rd.</u> <u>Greensboro, NC</u>	E-mail <u>rsumme@triad.rr.com</u>
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	



## Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study  
AND  
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As a homeowner in Woodfield Subdivision, Alternate # 2 would be devastating to the peaceful setting that we are accustomed, not to mention the decreased property values that this would create.  
Please reconsider Alternate # 3, as this would place roadways outside of the greatest number of our subdivisions, thus preserving our quality of life

Please submit completed comment forms to <b>PART</b> , using any of the methods listed here:	Mail:	<b>PART</b> 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	Fax:	(336) 662-9253
	E-mail:	<a href="mailto:scottr@partnc.org">scottr@partnc.org</a>

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Shelly Summe</u>	Phone <u>(336) 662-9238</u>
Affiliation _____	Fax _____
Address <u>2217 Brigham Rd</u> <u>Greensboro, NC 27409</u>	E-mail <u>rsumme@triad.rr.com</u>
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	



## Public Comment Form

1 of 2

April 24, 2003

**Piedmont Triad Airport Area Transportation Study  
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5/18/03

As a resident of Guilford County I understand that expansion is necessary. As a homeowner of Guilford County, I disagree w/ the proposed Alternative #2 and feel Alternative #3 is a better solution, for the following reasons...

1. Avoids roadway going thru most densely populated neighborhoods of Woodfield, Quail Creek & Bull Run
2. -Avoids dangerous school bus traffic <sup>that comes</sup> with present Alt #2 proposal due to large interchange @ NC68/Pleasant Ridge....
3. Alt. 2 costs were underestimated if not considered higher average home value \$250K - \$275K.... removal of Water Tower.... Creation of Woodfield entrance/exit.

Please submit completed comment forms to PART, using any of the methods listed here:

Mail:

PART

6415 Bryan Boulevard, Suite 18  
Greensboro, NC 27409

Fax:

(336) 662-9253

E-mail:

scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.

Name

Lisa Yurtkuleva

Phone

(336) 254-7453

Affiliation

Homeowner (Woodfield)

Fax

(775) 256-3843

Address

2303 Brigham Rd.

E-mail

lisa.h@usa.net

Greensboro NC  
27409

☒ Check here if you would like to be added to the PART mailing list.

Continued on page 2



## Public Comment Form

Further, the attraction of this area to homeowners like myself & my family was the proximity to amenities like the airport, our jobs, etc.... but yet still retaining a bit of the rural feeling

Obviously building a roadway directly through the center of these communities will cause what I feel is a needless life disruption when a better alternative (#3) is available

Please reconsider the proposal as our neighborhood others affected support Alternative #3

Thank you for your consideration

Lisa A. Yurtkuran  
05 19 03

Lisa Yurtkuran  
Homeowner  
2303 Brigham Rd.  
Greensboro NC  
27409

PH (336) 254-7453  
FX (775) 256-3843  
lisa.h@usa.net

May 18, 2003

**Attn: Transportation Advisory Committee**

Greensboro Urban Area MPO  
Sandy Carmany, Chairperson  
Keith A. Holliday  
Robbie Perkins  
Donald R. Vaughn

J. Douglas Galyon  
Bob Landreth  
Mary Rakestraw

Dear Committee Members,

We are residents of the Woodfield community and want to join our neighbors in expressing our concerns at the recent proposal to the Greensboro Urban Area Thoroughfare Plan and its potential impact on our relatively new neighborhood.

As new residents not only to Guilford County but to North Carolina as a whole, we purchased our home less than one year ago because of the accessibility to major thoroughfares and "city-life" but even more-so because of the peaceful, country feeling that one experiences once you begin traveling on Pleasant Ridge Road. It makes us wonder how new neighborhoods could have been constructed with future phases planned for when road expansion was most likely on the radar screen.

After attending the open forum meetings that have been held thus far, we understand that a large amount of data has been collected during the preliminary stages of this study to bring the Committee to the recommended Alternative #2. Yet, *beyond* the collected data (as well as being part of the data itself) are families and neighborhoods that are now feeling the negative impacts of this process. Despite the fact that this is still in a proposed status, the equilibrium of our daily lives has been disrupted and held in "limbo" while we feel another, more suitable alternative exists.

As outsiders looking in, it truly seems as if the disrupted lives of the private citizens, homeowners and business owners matter least in the decision making process. Rather, it is a purely economical decision with an overall justification of providing airport access to a part of the state that already has airport access (i.e. Smith-Reynolds Airport). Perhaps a better long-term solution would be to attract commercial air carriers to Forsyth County, thus enriching their economy as well.

If it is a purely economical decision, we feel there are numerous costs that have not yet been enumerated in the public forum:

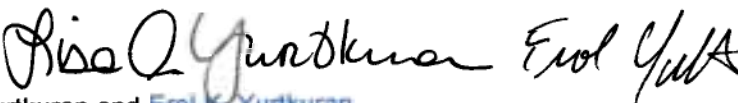
- Underestimated average value of affected homes closer to \$250,000 - \$275,000 (approx 31 homes impacted)
- Unplanned entrance/exit for Woodfield residents once Pleasant Ridge entrance/exit is destroyed
- Water tower adjacent to NC68 / Pleasant Ridge to be removed

The negative impacts of Alternative #2 continue with the following:

- Increased congestion at the mammoth NC68 / Pleasant Ridge interchange that is heavily used by school buses carrying our children to/from the local schools of excellence
- Alternative #2 includes the highest population density to be impacted
- Alternative #2 interferes with the stated objective to divert traffic away from the airport area (Alternative #2 will dramatically increase vehicle traffic)

Our neighborhoods, although young in existence, are organized and highly value the sense of community we have created. We support Alternative #3 and would respectfully ask that the Committee take another detailed view of that option, given the many factors that this public comment period has raised. We also urge you to give this study more time and delay a decision at the TAC meeting until more information can be both shared and understood. Thank you for your consideration.

Sincerely,



Lisa A. Yurtkuran and Erol K. Yurtkuran  
2303 Brigham Road  
Greensboro, NC 27409



## Public Comment Form

April 24, 2003

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5-18-03

Please review the Alternative #2  
being proposed in lieu of a lesser impacting  
Alternative #3 to residents & businesses  
in the areas of Woodfield - Quail Creek - Bull Run.  
Alternative #3 still meets the objectives  
of PART & takes into account the  
communities that ~~have~~ been established in  
these areas

*Erol Yurtkuran*

Please submit completed comment forms to <b>PART</b> , using any of the methods listed here:	Mail:	<b>PART</b> 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	Fax:	(336) 662-9253
	E-mail:	scottr@partnc.org

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Erol Yurtkuran</u>	Phone <u>(336) 202-9024</u>
Affiliation <u>Woodfield Homeowner</u>	Fax <u>(775) 256-3843</u>
Address <u>2303 Brighan Rd</u> <u>Greensboro NC</u> <u>27409</u>	E-mail <u><del>scottr</del> EYurtkuran@usa.net</u>
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	





## Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study  
AND  
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed).

As a resident of Woodfield, I register my disapproval of Alternative 2 and request that you consider Alternative 3. In November, I supported Alternative 4 but am now informed that alternative is "off the table" That being the case, I recommend Alternative 3 now. My opposition to Alternative 2 is the fact it will totally crush the property values in Woodfield, Quail Creek & Ball Run. Although the road will not be built

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Greensboro, NC 27409

Fax:

(336) 662-9253

E-mail:

[scottr@partnc.org](mailto:scottr@partnc.org)

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.

Name Julia Slaydon

Phone 664-0421

Affiliation Resident

Fax \_\_\_\_\_

Address 2218 Brigham Rd.  
Greensboro, NC  
27409

E-mail jslaydon@triad.rr.com

☒ Check here if you would like to be added to the PART mailing list.

for 0-5 years. It will be almost impossible to  
sell my residence from now until then should  
the need or desire arise. Looking 10-15 years  
down the road, the quality of life would be  
significantly impacted if a major thoroughfare  
cuts right through the neighborhood. See  
attached memo to members of TAC & the  
County Commissioners for additional reasons. I  
support Alternative 3 over Alternative 2.

Julie Flynn  
5-18-03

jslaydon@triad.rr.com

**From:** "Julia Slaydon" <jslaydon@triad.rr.com>  
**To:** "J. Douglas Galyon" <dgalyon@gfd.com>; "Mary Rakestraw" <mrakest@co.guilford.nc.us>; "Bob Landreth" <blandre@co.guilford.nc.us>; "Don Vaughan" <vaughanlaw@aol.com>; "Robbie Perkins" <rperkins@naimaxwell.com>; "Keith Holliday" <keith.holiday@ci.greensboro.nc.us>; "Sandy Carmany" <scarmany@aol.com>  
**Cc:** "Mary Fabrizio" <Maryfabrizio@aol.com>; "pdr pdraeger" <pdraeger@aol.com>; "J Akers" <jakers2@triad.rr.com>; "Bruce Bunce" <bbunce@triad.rr.com>; "Bob Huey" <rhuey1@triad.rr.com>; "Jerry Bennett" <jrslbennett@yahoo.com>; "Karen Landers" <klander1@triad.rr.com>; "Don" <donqc@doubledsystems.com>; "Carolyn Coleman" <ccolema@co.guilford.nc.us>; "Mike Barber" <mbarber@co.guilford.nc.us>; "Billy Yow" <billyyow@bellsouth.net>; "Skip Alston" <salston@co.guilford.nc.us>; "Bruce Davis" <kidappeal@northstate.net>; "Bob Landreth" <blandre@co.guilford.nc.us>; "Mary Rakestraw" <mrakest@co.guilford.nc.us>; "Linda Shaw" <IMLSHaw@aol.com>; "Jeff Thigpen" <jthigpe@co.guilford.nc.us>; "Trudy Wade" <twade0@co.guilford.nc.us>; "Steve Arnold" <sarnold@co.guilford.nc.us>  
**Sent:** Sunday, May 18, 2003 11:39 PM  
**Subject:** Greensboro Urban Area MPO

Ladies and Gentlemen:

I am a homeowner impacted by the Greensboro Urban Thoroughfare Plan. I built a home in Woodfield about 3 1/2 years ago. I was not aware that I could be faced with owning property that has decreased significantly in value and has become almost impossible to sell. That will be my reality if you select Alternative 2 for this proposed roadway.

Alternative 2 is slated to cut through 3 new developments—Woodfield, Quail Creek and Bull Run. Our neighborhoods have spent time and effort gathering facts so that we can address our concerns with you. As a group, we are asking that you reconsider the alternatives and select Alternative 3.

Based on the information we have gathered, it appears Alternative 2 was selected because it is supposed to be the lowest cost alternative. Indications are that this may not in fact be true if all relevant costs are considered. Several items that have been omitted from the costs for Alternative 2 include:

\*\*The average cost per house displaced is higher than the study projected.

\*\*The entrance to Woodfield off Pleasant Ridge Road will be gone and another entrance will be needed. Costs are estimated to be \$600,000 plus acquiring the right of way from property owners to gain access to Woodfield from Cude Road.

\*\*The water tower on N. Regional Rd. will have to be moved.

A second concern I would like to raise in regard to Alternative 2 is the huge intersection that is proposed at Highway 68 and Pleasant Ridge Road. A stated objective of the highway plan was to divert traffic away from the airport as much as possible yet this interchange will increase traffic and congestion near the airport. Alternative 3 would direct Southbound I-73 traffic away from the airport to Painter Boulevard which better meets the stated objective.

Alternative 3 routes the proposed roadway further north and would disrupt fewer homeowners and businesses. Population density around the highway was not studied in the plans and Alternative 2 has the highest population density that would be negatively impacted.

I urge you to reconsider your preferred alternative selection and take the time to gather additional information so that you will not unnecessarily disrupt the quality of life for the 350 residents of our three communities as well as severely impact our property values.

Guilford County is a great place to live. My son attends a great public school (Colfax Elementary), my husband has a good commute to his job in Kernersville and my office will be moving to N. Regional Road within a year. We have a deep and personal interest in the future of our community. Thank you for considering my input as you

make your decisions about the future of Guilford County roadways.

Respectfully,

Julia Slaydon  
2218 Brigham Road  
Greensboro, NC 27409  
664-0421 (home)  
217-3520 (work)





## Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study  
AND  
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I do not support any of the Greensboro Urban Thoroughfare Plans. I do not believe this plan is the best approach for Greensboro or the neighborhoods and businesses. All the plan is doing is moving traffic from one congested area to make a new congested intersection. In addition, once the roads are constructed, new commercial development will spring up to generate more traffic. Greensboro already has a brand new 6-8 lane highway that runs within 2 miles of the airport. Surely a 2 miles connector is cheaper build and have less of an impact on the area. Greensboro already has a 4-lane highway 68 that could be easily widen to 6 or 8 lanes, plus Bryan Boulevard.

Since the choice has already been made, I must support one of the alternate plans. As a resident of the Woodfield neighborhood, I will only support Alternate #3.

J.R. Hall 2213 Brigham Road Greensboro, NC 27409 (336) 605-6977

*JR Hall*

<b>Please submit completed comment forms to <u>PART</u>, using any of the methods listed here:</b>	<b>Mail:</b>	<b>PART</b> <b>6415 Bryan Boulevard, Suite 18</b> <b>Greensboro, NC 27409</b>
	<b>Fax:</b>	<b>(336) 662-9253</b>
	<b>E-mail:</b>	<b>scottr@partnc.org</b>

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>J. R. Hall</u>	Phone <u>605-6977</u>
Affiliation <u>Woodfield Subdivision</u>	Fax _____
Address <u>2213 Brigham Road.</u> <u>Greensboro NC 27409</u>	E-mail _____
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

May 19, 2003

## Transportation Advisory Committee

Greensboro Urban Area MPO

Sandy Carmany, Chairperson

J. Douglas Galyon, Keith A. Holliday, Bob Landreth,

Robbie Perkins, Mary C. Rakestraw, Donald R. Vaughan

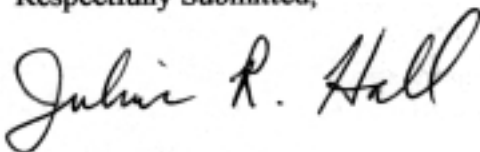
Ladies and Gentlemen:

I am a resident impacted by the Greensboro Urban Thoroughfare Plan. I consider it a duty of citizenship to participate in forming the vision of how my neighborhood will grow and change. Along with my fellow residents, I have chosen to attach a detailed list of reasons for the Transportation Advisory Committee to choose Alternative # 3 as the starting point for the Thoroughfare Plan. We have had much question and answer time with the planners and engineers involved in drawing up the alternatives. Our reasoning is well informed. We also live in the area and we each have a unique perspective for you to consider.

The red line of alternative # 2 runs through the most densely populated portions of the area, the subdivisions of Quail Creek, Wood field and Bull Run. Within your array of alternatives there is a solution. Placing the highways outside the greatest number of subdivisions, as is the case in alternative #3, will create a more attractive and therefore more valuable community in the entire area. Alternative #3 also creates the most space between the interstates, a matter that I understand is important for city planners who envision annexation of the area and development of a technology park. The character of the land will be much more inviting to such businesses if the existing residential, historical and natural beauty of this area is preserved as a whole. It is a more sophisticated approach to planning that will work in this area if you make your best effort.

Though young, our neighborhoods are already organized, active communities. We have a terrific set of schools for our children and many of us work within minutes of where we live. We know that our little area between Winston and Greensboro is perhaps the best place to live and work in the whole Triad. We have a deep and meaningful interest in the future of our community. As you plan for the transportation needs of the future we thank you for considering our input. You have an opportunity to create even better living, working and green spaces with less expensive right of ways for highways if you plan more carefully and consider what we have proposed.

Respectfully Submitted,



Julius R. Hall

2213 Brigham Road

Greensboro, NC 27409



## Public Comment Form

April 24, 2003

### Piedmont Triad Airport Area Transportation Study AND Greensboro Urban Area Thoroughfare Plan Proposed Amendments

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AS A NEW HOMEOWNER IN THE BULL RUN SUBDIVISION I'M DEEPLY CONCERNED FOR OUR FAMILIES PROPERTY VALUES. FUTURE DEVELOPMENT IS UNSTOPPABLE HOWEVER THE PATH IT TAKES CAN BE SMOOTH OR ROUGH. IT SEEMS UNREASONABLE FOR A COUNTY (GUILFORD) TO AUTHORIZE DEVELOPMENT PERMITS FOR 3 OR MORE SUBDIVISIONS IN THE PAST 5 YEARS THAT THEY PLANNED TO POSSIBLY RUN A 6 LANE HIGHWAY THROUGH. MY FEELINGS ARE THAT PLAN #3 WOULD ALLOW THE STATE TO COMPLETE ITS HIGHWAY AND EFFECT THE FINEST HOMEOWNERS IN THESE COMMUNITIES. BY ADJUSTING THE PLANNED RIGHT OF WAY A LITTLE FARTHER NORTH OF US - BETWEEN US AND 4 OAKS - LITTLE IMPACT WOULD BE FELT BY OTHER COMMUNITIES. ALREADY 2 OFFERS HAVE BEEN CANCELLED ON 2 HOMES IN OUR SUBDIVISION BECAUSE OF TALK OF THIS HIGHWAY. HOWEVER WHEN I SPoke TO GUILFORD PLANNING IN MARCH OF 2002 THERE WAS NO CONCERN OF ANY AIRPORT OR ROADWAY EXPANSION PLANS. WE LOVE OUR COMMUNITY BUT FOR SLEEPING BY THE COUNTY AIRPORT.

Please submit completed comment forms to **PART**, using any of the methods listed here:

Mail:

**PART**

6415 Bryan Boulevard, Suite 18  
Greensboro, NC 27409

Fax:

(336) 662-9253

E-mail:

scottr@partnc.org

(500  
BACK)

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.

Name ROBERT K. HARDIE

Phone 993-4992

Affiliation BULL RUN SUBDIVISION

Fax \_\_\_\_\_

Address 8591 BRYAN DR.

E-mail chardie@triad.rr.com

COLFAR, N.C. 27235

☒ Check here if you would like to be added to the PART mailing list.

Place  
First Class  
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Here

**PART**  
**Piedmont Authority for Regional Transportation**  
**6415 Bryan Blvd., Suite 18**  
**Greensboro, NC 27409**

---

YOUR CONSIDERATION AND HELP IN THIS MATTER IS GREATLY APPRECIATED.

SENCEGERS,

R.k. Hardi



## Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study  
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IN REVIEWING ALTERNATIVES 1, 2, AND 3.  
I STRONGLY FEEL ALTERNATIVE 3 WOULD BE  
MORE BENEFICIAL FOR LARGEST NUMBER OF  
RESIDENTS

Please submit completed comment forms to <b>PART</b> , using any of the methods listed here:	Mail:	<b>PART</b> 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	Fax:	(336) 662-9253
	E-mail:	<a href="mailto:scottr@partnc.org">scottr@partnc.org</a>

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.

Name	<u>David Crowder</u>	Phone	<u>336-996-9463</u>
Affiliation	<u>BULL RUN RESIDENT</u>	Fax	<u>N/A</u>
Address	<u>8588 Bayron Dr.</u> <u>COLFAX NC 27235</u>	E-mail	<u>Bloodhound JESSIE @ AOL</u>
		<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	



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*See attached page*

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	E-mail:	scottr@partnc.org

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>CHRISTOPHER DEANGELIS</u>	Phone <u>(336) 993-4480</u>
Affiliation <u>BULL RUN RESIDENT</u>	Fax _____
Address <u>2302 BAYRON CT</u> <u>COLFAX, NC 27235</u>	E-mail _____
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

Christopher DeAngelis  
2302 Bayron Court  
Colfax, NC 27235  
May 19, 2003

PART  
6415 Bryan Blvd, Suite 18  
Greensboro, NC 27409

To Whom It May Concern,

As a resident of the Bull Run development, I am outraged at the mere thought of Plan #2 for the proposed highways. It astounds me, along with my neighbors, that TAC would propose the most unappealing plan, not only to the residents of Bull Run, but also to the residents of two other established developments; Quail Creek and Woodfield.

With all three developments not yet five years old, (Bull Run being the newest), I question the reasoning as to why the state of North Carolina and Guilford County would even allow the approval of these lands to be developed in the first place, fully knowing ahead of time, these highways were to be built. I cannot even begin to perceive the lack of forethought that is clearly evident regarding the planning for these major roadways that will now undoubtedly affect the lives, homes and finances of so many. Probably what angers me most of all, is the feeling of being deceived and cheated by way of being not informed prior to purchasing my new home and taking residency here in Guilford County. The voices of the homeowners, tax paying residents, and citizens whose quality of life will be most affected by these proposals financially and otherwise, need to be heard and accommodated foremost in decisions of this magnitude; anything less at this point I would deem unconstitutional. I also question the legality of the sale of our homes. Were they sold to us under false pretenses.?

It is our understanding, after meeting with other residents of the community, that Alternative #4 is no longer a consideration. Therefore, along with the other residents, I support Alternative #3 which would have the least negative impact on everyone. In contrast to Alternative #2, which includes the largest number of residential homes, Alternative #3 will have the least impact on the environment's wetland and airport traffic.

I hope that the opinions and views of all the residents responding to this commentary are taken seriously by PART, county and state officials. I do not believe from what I have learned thus far, all the factors have been considered in choosing Plan #2, and in all honesty I don't believe enough research and proper planning has been made for the proposed highway in general.

Respectfully,

A handwritten signature in black ink, appearing to read "Christopher DeAngelis", written in a cursive style.

Christopher DeAngelis





## Public Comment Form

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--- Please See Attached ---

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	<b>Fax:</b>	(336) 662-9253
	<b>E-mail:</b>	scottr@partnc.org

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Pamela Hajj and Robert Hoskins</u>	Phone <u>336-996-1069</u>
Affiliation <u>Bull Runn Homeowner</u>	Fax _____
Address <u>8592 Bayron Drive</u>	E-mail <u>javelin_tech@msn.com</u>
<u>Colfax, NC 27235</u>	<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.

May 19, 2003

**To:** Piedmont Authority for Regional Transportation  
**Re:** Piedmont Triad Airport Area Transportation Study, and the  
Greensboro Urban Area Thoroughfare Plan Proposed Amendments

My name is Pamela Hajj, and I am a homeowner in the Bull Runn subdivision of Colfax, NC, located in Guilford County. This letter represents the views of my husband, Robert Hoskins, and myself. We strongly object to the proposal put forward to the Piedmont Authority for Regional Transportation regarding the Piedmont Triad Airport Area Transportation study. We are particularly disappointed that Guilford County and the Greensboro Department of Transportation would consider a road plan such as "Alternative #2" that is pending review for inclusion in the Greensboro Urban Area Thoroughfare Plan.

This planned set of highways would cause a huge disruption to the peaceful communities that have been established within the past 1 to 5 years in Northwest Guilford County; communities that were allowed to be built directly in the path of highways under evaluation and purchased by unknowing consumers. According to the summary of the Airport Study Recommendation, the proposed roadways were planned for this particular area due to the "current rural nature of the area." It also stated that the "new roadways would serve the anticipated traffic and land development needs for the area." This is not just a rural area; it is a part of a residential community encouraged to grow in this location by the County. We are confident when we say that building 4- and 6-lane highways through the area is not conducive to land development in the area, unless the only residents you wish to attract are trucking companies.

We are shocked and angry that any road plan is being considered that would run through or close to the new houses that were approved by Guilford County for development only a short time ago. How could the County approve the establishment of these communities only to consider ruining them just months after the last families have moved into their new homes? When we began looking at houses less than a year and a half ago, there was no indication given by the builders, the realtors, or the county records office that plans had been initiated that included investigation into a major thoroughfare that would pass through not only our neighborhood, but those surrounding communities which make up this residential area.

If you approve this plan which has no proven merit or justification, you will be taking away more of our rural communities. According to the plan summary, the new roadways are being proposed because they will improve safety, improve air quality, promote economic development and improve overall efficiency of the transportation network. Consider these questions before making any decision on the proposed plan:

- Where is the justification for these highways?
- Who has validated the models?
- Where are the commercial and business plans that show how Guilford County will entice businesses to the area? Hopefully "country living and peaceful surroundings" are not any of the selling points, as this plan and many of the other choices show that Guilford County doesn't care about its residents. It appears that business drives the counties loyalties, not its law-abiding taxpayers.

The proposed road study is riddled with contradictions and unsupported statements.

- *Why are existing roadways not extended and expanded rather than beautiful new developments and valuable countryside being demolished?*
- Where is the majority of traffic on I-40 going from Winston-Salem areas? My bet is that the majority of traffic, now and in the future, is not heading to the airport. The traffic is

going to stay on I-40 through Greensboro and these new roadways will do little to funnel traffic off this highway.

- *Why is no one asking "why is the newly upgraded highway (I-40) not sufficient?"*
- Why can we not expect someone to drive an additional 2 miles to avoid the demolition of 30 or more homes and our countryside? This short 2 miles is not, as one of the study spokespeople tried to imply, a noteworthy contributor to air pollution.

*Why is an alternative that was clearly the least favored by anyone selected as the proposal for the road plan?*

- The estimated costs for all the road plans will change dramatically as it gets closer to the project time, so we certainly hope this was not a factor in the final selection process. *According to the study output, some original road plans were thrown out of contention because certain roads would need to be widened. However, the final choice ends up widening those same roads. Maybe the discarded options should now be reconsidered.*
- Statistics such as the number of accidents on Interstate 40 were provided as reasoning why new roads are needed. It was intimated that the number of accidents on a stretch of road was an indication of an overcrowded road. Those statistics were drawn from the year 2000, when major sections of I-40, specifically those areas that were mentioned in the statistics, were under heavy construction. This fact should invalidate any use of the number of accidents but instead they are some of the "key indicators" of why new roads are required.

*How will the creation of a gigantic interchange in the middle of a residential area "improve safety?" In reality, the amount of predicted traffic into this area will have a negative impact on the residents of this area and local surrounding communities, bringing in more traffic than the small country roads can handle and endangering bike riders, walkers and wildlife that are prevalent on these roads.*

- Why, if the purpose of the proposal is to bring traffic to the airport from High Point and Winston Salem can the existing roads not be widened?
- *Why do the local communities need to have their lives disrupted for those commuters who want a short cut to the airport?*
- Why does there need to be an interchange every couple of miles, in the local community, causing even more land and home destruction? The existing local roads provide sufficient means to get to the airport; the only benefits are derived by local trucking businesses at the expense of the community around them.
- Why must you incorporate numerous highways across short distances that will only move the congestion from one interchange on I-40 to another interchange just a couple miles away?
- *Why is the root cause not fixed, that of expanding the existing I-40/NC68 interchange, instead of creating a new bottleneck? The local communities are being punished for proper planning that wasn't originally done.*

We chose our house because of the excellent reputation of the local school districts and for the rural environment as a place to form strong roots for our new family. We never expected the back yard in which we pictured our children playing to suddenly become a 4-lane highway. Now, we have the noise of semi's and cars to look forward to, the smell of exhaust and the trash that inevitably ends up on the highway and that will litter our and our neighbors' well-kept lawns. No longer will the children be allowed to play in the acre and a half yard that we carefully selected as it will be too close to the highway (if indeed there is any lawn left after the highway plows through it.)

For most of us, our homes are our biggest investment. Not only will there be a monetary loss for all of us in these communities along the proposed new highways, but our quality of life will suffer. We are hard working citizens who selected our homes based on implicit promises that

Guilford County and the State of North Carolina made to us: excellent schools, government representation to fight for the rights of their constituents, and land/home ownership in a residential community. In return, we pay our taxes (substantial taxes based on our income and house value), respect our land and communities, and adhere to the laws that bind us. We are keeping our end of the bargain. So why is it that we fear that we will either lose our homes, our quality of life or substantial sums of money? All due to the government that is supposed to be "for the people."

You have forced a devaluation of our houses already, just at the whisper of a road plan. It is fully expected that the houses and land values will depreciate by a large percentage if this plan is approved – and that is if you can sell your house with all the uncertainty surrounding the actual road placement. How will you compensate those homeowners left behind with monetary losses due to home devaluation and a highway running so close they will hear the car radios blaring? What kind of quality of life will be left in our peaceful communities?

It is our opinion that the premises behind the requirements for these new roadways are faulty and unproven. However, in the event that there are proven models to this increased level of road usage in these areas, and one of the final four options must be selected, it is our belief that the option that appears to have the lowest impact on existing residential areas and the surrounding environment, and which includes much of the same benefits touted for option 2, is option #3 (Alternative I) of the Piedmont Triad Airport study.

Sincerely,

Handwritten signatures of Pamela Hajj and Robert Hoskins in black ink.

Pamela Hajj and Robert Hoskins  
8592 Bayron Drive  
Colfax, NC 27235



## Public Comment Form

April 24, 2003

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Please See Attached —

*Robert C. Huey*

<b>Please submit completed comment forms to <u>PART</u>, using any of the methods listed here:</b>	<b>Mail:</b>	<b>PART</b> 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	<b>Fax:</b>	(336) 662-9253
	<b>E-mail:</b>	scotttr@partnc.org

**Please submit all responses by May 21, 2003. — Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Robert C. Huey</u>	Phone <u>336-993-4238</u>
Affiliation <u>Bull Runn Homeowner</u>	Fax _____
Address <u>8590 Bayron Drive</u>	E-mail <u>rhuey1@triad.rr.com</u>
<u>Colfax, NC 27235</u>	<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.

May 20, 2003

Transportation Advisory Committee  
Greensboro Urban Area MPO

Sandy Carmany, Chairperson  
J. Douglas Galyon, Keith Holliday, Bob Landreth,  
Robbie Perkins, Mary C. Rakestraw, Donald Vaughan

Ladies and Gentlemen:

As a resident of Bull Runn, I want to express my concern and confusion about the recent proposal to the Greensboro Urban Area Thoroughfare Plan and its potential impact on Bull Runn, Woodfield, and Quail Creek. All three of these neighborhoods are less than 5 years old.

I have read through the Piedmont Triad Airport Area Transportation Study of April 15, 2003. I also attended the PART open house meeting on April 24. I want you to know we are actively gathering information so that we can understand the alternatives under consideration, why the roads are needed, and the impact to our neighborhood.

It is my understanding the planners have recommended Alternative #2. On May 28 you, as a committee, will decide if Alternative #2 will be added to the list of future projects.

It has been exactly one year since we moved to our new home in Bull Runn. If Alternative #2 is added to the list of future projects, the highways will affect the most densely populated portions of the area, i.e., Bull Runn, Woodfield, and Quail Creek. Before you make a decision that will impact the lives and finances of many families, please consider a few of my concerns.

Why would Guilford County approve the establishment of new neighborhoods (some of which are only one year in existence) and allow new sub-divisions to be built in the path of or adjacent to highways under evaluation?

During the PART open house meeting of April 24, no one knew Bull Runn existed. Many residents of Quail Creek and Woodfield were not aware of Bull Runn. Alternative #2 notes 31 Residential Relocations. **Were Bull Runn and perhaps some other new neighborhoods counted?**

Alternative #2 obliterates the entrance to Woodfield; however, no plan to build a bridge or a new entrance was included in the cost estimate. PART now says they will most likely recommend a new entrance be constructed from Cude Road and estimate this cost to be \$600,000. This \$600,000 estimate does not include acquiring right of way from the properties on Cude Road or from the developer who owns the remaining property in Woodfield. **Does Alternative #2 really win on cost?**

All of the homes affected under this alternative get their drinking water from wells. The earth moving and construction of these roads will produce run-off and pollutants that will seep into groundwater and adversely affect the quality of the water that our children



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April 24, 2003

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AND  
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*We think that Alternative 3 should be reconsidered  
The enclosed attachment explains why*

*Jake and Kathy Webb*

<b>Please submit completed comment forms to <u>PART</u>, using any of the methods listed here:</b>	<b>Mail:</b>	<b>PART</b> 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	<b>Fax:</b>	(336) 662-9253
	<b>E-mail:</b>	<a href="mailto:scottr@partnc.org">scottr@partnc.org</a>

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Jake Webb</u>	Phone <u>336-996-4595</u>
Affiliation <u>homeowner</u>	Fax _____
Address <u>2301 Bayron Ct</u> <u>Colfax NC 27235</u>	E-mail <u>jakewebb@triad.rr.com</u>
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	



According to the public meeting held at PART, the primary reason for picking Plan 2 was lowest cost. Although this is one of the goals of the Thoroughfare Plan, it is based on reducing cost by preplanning and making developers share the burden of cost. Plan 2 already has developments completed and will cost more to purchase right-of-way in these developed areas. Other identified goals of the Thoroughfare Plan are to reduce environmental impacts and minimize disruption of people and businesses. This amendment does not provide for these goals since Plan 2 goes against these goals more than Plan 3. Plan 3 has the least environmental impact and affects fewer people and businesses. Therefore we think you should reconsider Plan 3.

The following points support Plan 3 or question validity of Plan 2 choice:

1. Discrepancies in maps and matrix comparing final 4 alternate proposals
  - There are two required railroad crossings not one. (Sandy Ridge and I-40 / NC 68 / I-73 connector)
  - All other plans show Highway 150 interchange but removed on Plan 2.
  - Average cost is approximately \$19 million per mile except alternate 4
  - There is not a grade separation or interchange at Pleasant Ridge Road on East side of NC 68 in Plan 3
  - In reviewing the colored map for Plan 2, the wetlands as indicated in green are more affected by Plan 2 than Plan 3 but matrix comparing Plans indicates the opposite.
  - 2 historic properties are shown impacted by new road but none appear on map. This must be based on proximity to historic site.

Our point here is that what is being proposed is not correctly defined or analyzed.

2. Use of outdated information to determine potential route problems.  
Location of new developments and other construction since study started like Bull Run. At PART open house meeting no one knew that Bull Run existed. All aerial maps presented in study did not show Bull Run even under construction. What other development or construction has been overlooked? Bull Run residents were not made aware of November 30, 2002 public meeting. We did get information finally the day before public comment was closed.
3. **Goal: Reducing environmental impacts.** Environmental impact is less with Plan 3.
  - Plan 3 would provide greater separation of major highways because it is further North of I-40/ Business 40/ 421 thus lower concentration of air pollutants. 421 is already scheduled to be widened to multi lanes from NC 68 to Bunker Hill Road.

- I am told an underground lake exists under Bull Run which is where we get our water. Plan 2 comes within 1000 feet of our subdivision and may contaminate our water supply if built here.
  - Wetlands involvement shows Plan 2 less impacted than Plan 3 on the matrix. However looking at Color Aerial Map Dated May, 2002 wetlands area in green are more impacted by Plan 2 visually. Only 4 streams are affected by Plan 3 where 5 are affected by Plan 2.
4. **Goal: Minimizing disruption of people and businesses.**
- Plan 3 has 3 fewer residential relocations than Plan 2.
  - Plan 3 has 1 less business relocation than Plan 2.
  - Plan 3 has 14 fewer receptors impacted by noise than Plan 2.
- 5 **Goal: Reducing the cost of major street improvements, mainly by coordinating with private development.** Construction cost and other cost considerations.
- Sandy Ridge Road and Marshall-Smith Rd interchange not accounted for in Plan 2 map. It is included in Proposal Document map. But involves an interchange and a grade separation at approximately same point.
  - There are already an intersection at NC 68 and Pleasant Ridge Road with 2 additional roads intersecting Pleasant Ridge Road within 100 yards of Hwy 68. An interchange is proposed here that adds an additional road crossing or re-routing of existing highways.
  - If basis for selecting Plan 2 is purely cost, I would question the cost basis used. House values in Plan 3 are in the \$275,000 range in Quail Creek. Woodfield's entrance is cut off and would have to be provided for. This also does not take into consideration the affect of property values or quality of life for those houses in the near vicinity of the proposed highway. If cost is only consideration then why are other goals of Thoroughfare Plan being ignored?

#### Other Considerations:

I-73 in Plan 3 would provide a more North/South movement of traffic. Plan 3 also provides a more direct route. The traffic pattern flows better to get to airport or to go to North Greensboro.

Property value effect will impact several subdivisions that are adjacent to or intersected by proposed highway. Acceptance of proposal will make property more difficult to sell even if there is not a promise to build the proposed facility and not a condemnation of property. Property will be difficult to sell with the uncertainty of where the final road will go and the proximity to the road. Property values will be reduced. A lot of the houses near the road are in the \$250,000 to \$350,000 range. Also a number of houses required for the right-of way are also

in this range. This should also have a direct impact on property values for property taxes.

Even though Plan 3 has a little more mileage (approx. .61 miles), the complexity of interchanges required and the flow of traffic as well as it's impacting the fewest number of people and businesses compared to Plan 2. The difference in cost of approximately \$16 Million more for Plan 3 needs to be looked at or explained in more detail. Plan 2 requires more complicated interchanges and right-of-way purchases appear to be higher than just using an average. The missing or inadequate information deserves a deeper look at Plan 3 and answers to the questions should be considered before a decision is made.

Fixing a problem already created by allowing overbuilding on NC 68 just for costs sake is not an answer to the problem. There are interchanges constructed such as Charlotte's I-485/I-77 or I-85 that still could make NC 68 a viable route. I-73 now moved to Greensboro outer loop to north of Airport and using NC-68 and then returning to US 220. Does this provide for the increased traffic created by I-73 or will it have to be widened too? Expansion in the area North of the airport especially near Oak Ridge is still going to create a problem for NC 68. Re-routing of I-73 to avoid Lake Brandt isn't going to help. Widening of 220 is already on the drawing boards. How does this avoid the lake?

An intersection of airport connector and Beeson Road is providing for an interchange but one is not provided at 150. We question the need for interchange on Beeson Road which is very lightly traveled currently.

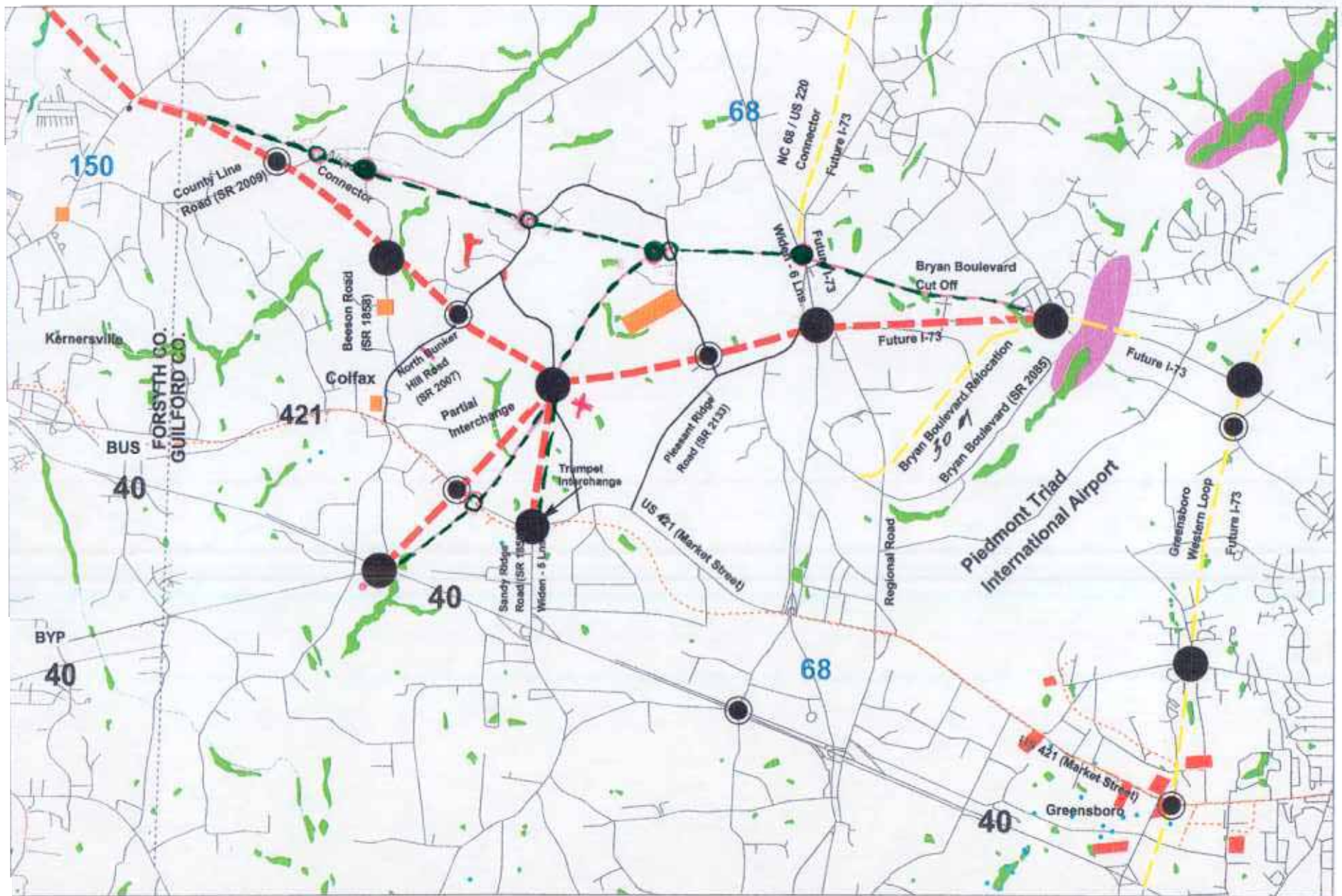
Selection of Alternate 2 by PART indicates it was selected because "this alternative takes the Airport Connector and brings it into Sandy Ridge Road...". Alternate 3 does this as well. Alternate 3 "...pulls Northward and creates one five level interchange. What happens at NC 68 in Alternate 2? Is Regional Road going to be blocked or relocated and what about Pleasant Ridge Road? Part of this interchange will be required anyway to like NC 68 and I-73. Also Alternate 2 has a grade separation and interchange where it crosses Marshall-Smith Road and connects with Sandy Ridge Road extension. What kind of interchange does this require? Also Alternate 3 at County Line Road and Beeson Road, the grade separation on County Line Road could be eliminated by making it connect to Beeson Road on the South side of Connector and making North side a Court or dead-end.

### **Summary:**

If the goals of a Thoroughfare Plan are to be accomplished then Plan 3 better accomplishes this. If cost is the only consideration then questions remain about Plan 2 being the cheapest. Right-of-way costs and interchange construction appear to be greater for Plan 2 than projected. It seems that if this were really a planning effort then a more detailed study would be warranted before a decision is made since so many questions remain and selection of a plan does have

significant impact on existing homeowners/taxpayers/voters in the area. Plan 3 for the Forsyth County/Airport Connector was selected by the most families responding on the public comment survey.

Jake and Kathy Webb  
2301 Bayron Court  
Colfax, NC 27235  
jakewebb@triad.rr.com



Piedmont Triad Airport Study  
Recommended Alternative  
Alternative 2  
Figure 2  
Color Aerial Maps dated May, 2002

- Proposed Interchange
- ⦿ Proposed Grade Separation
- Proposed New Location Roadway Alt 2
- ▭ Proposed TIP Project

- Map Layers**
- ▨ Groundwater Recharge/Discharge
  - ▨ Wetlands
  - ▨ Hazardous Disposal Site
  - ▨ Nat. Pollutant Discharge
  - ▨ Railroads - Guilford
  - ▨ Historic Sites
  - ▨ Major Water Streams

--- Alternate 3

0 .4 .8 1.2  
Miles





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SEE ATTACHED

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	E-mail:	scottr@partnc.org

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Bobby JOE Wright, Jr.</u>	Phone <u>336 996 0988</u>
Affiliation <u>Bull Run Resident</u>	Fax _____
Address <u>2300 Bayron Ct.</u>	E-mail <u>JOE.Wright@TSource.com</u>
<u>Colfax, NC 27235</u>	<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.

May 19, 2003

**Transportation Advisory Committee**

Greensboro Urban Area MPO

Sandy Carmany, Chairperson

J. Douglas Galyon, Keith A. Holliday, Bob Landreth,

Robbie Perkins, Mary C. Rakestraw, Donald R. Vaughan

Ladies and Gentlemen:

I am a resident who is impacted by the Greensboro Urban Thoroughfare Plan. I consider it a right and a responsibility of citizenship to participate in forming the vision for how my neighborhood will change in the future as our community continues to grow and expand. In conjunction with residents of my own neighborhood, Bull Run and the residents of Quail Creek and Woodfield I have attached a detailed list of reasons for the Transportation Advisory Committee to choose Alternative #3 as the starting point for the Thoroughfare Plan. We have had the opportunity to have questions answered by the planners and engineers involved in drawing up the alternatives. Our perspective as residents in the area is unique and the decision for which alternative we support is well supported by the information we have received. I feel the alternative we have chosen is the most reasonable and considerate of all concerned.

The red line of alternative #2 runs through the most densely populated portions of the area, the subdivisions of Bull Run, Quail Creek and Woodfield. Within your array of alternatives there is a reasonable solution. Placing the highways outside the greatest number of subdivisions, as is the case in alternative #3, will create a more attractive community and increase the value on the entire area. Alternative #3 allows for future development of a technological park which is my understanding is the vision that the city planners have developed. Alternative #3 appears to be the most "future friendly" plan to ensure preservation of the area which will make it attractive to new business moving in.

We were drawn to this area to call home related to the schools for our children and it is located in such a way it gives quick access to our places of employment. Our neighborhoods are young and yet organized and becoming active communities within themselves. We obviously have a deep interest in what the future will bring to our communities and a strong desire to preserve the areas we call home. As you plan for the transportation needs for the future we thank you for considering our input. You have the opportunity to create even better living, working and green spaces with less expensive right of ways for highways if you plan more carefully and consider what we have proposed.

Respectfully Submitted,

A handwritten signature in blue ink, reading "Bobby J. Wright, Jr." with a stylized flourish at the end.



We learned from PART that it was a "close call" in deciding that Alternative #2 become the recommended plan related to cost effectiveness however, there are many factors that were not taken into account. These factors are cost related and some of the basic assumptions used were not accurate. Some of these facts are listed below for your review.

1. The average home values used to estimate cost of obtaining right of way was \$150,000. At least one-third of the homes that would be seized in Alternative #2 have an average value of \$250,000

2. Alternative #2 obliterates the entrance to Woodfield yet, there is no plan to build a bridge or a new entrance included in the cost estimate. PART now says they would most likely recommend a new entrance be constructed from Cude Road and estimate this cost to be \$600,000. Again, this was not included in the costs. What's more, this \$600,000 estimate does not include acquiring right of way from the properties on Cude Road or from the developer who owns the remaining property in Woodfield.

3. Population density around the highway was not studied in these plans and Alternative #2 has the highest population density that would be negatively impacted.

4. The mammoth interchange at Pleasant Ridge & 68 (which would also be connecting I-73 and the New Northern Forsyth Airport Connector) will create a large amount of local congestion that was not considered as a negative impact in planning. In addition to already heavy commuter traffic and the many school buses that use this route extensively.

5. One of the stated objectives of the highway plan was to divert traffic away from the airport as much as possible yet this interchange increases traffic near the airport (in comparison to Alternative #3).

6. Moving the Highway connector (#5 above) more north in Alt. 3 supports better "planning" for the undeveloped land between the airport and the highways because it allows for a larger amount of available land use that is uninterrupted by highways. This speaks to predicted growth in residential, commercial and office/retail development in this area and more organized planning to accommodate this growth, ensuring this continues to be a desirable place to live.

7. Alternative #2 requires the removal of the water tower adjacent to the Pleasant Ridge/68 intersection and this was not taken into consideration in the plan.

8. Alternative #3 directs Southbound I-73 traffic away from the airport to Painter Boulevard and thus accomplishing the stated goal of the study to direct traffic away from the airport.

9. Alt. #3 impacts 1 less business, and reduces noise mitigation impact from 29 residents to 12 (vs. Alt. #2).



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I'm attaching a list of arguments we have generated after studying The Airport Area Transportation Study and meeting with PART and DOT officials. We have been told that it was a "close call" in making Alternative #2 the recommended plan to move forward to the next planning phase. We understand these roads are conceptual in nature and that they will likely shift significantly before they are actually built. What TAC needs to understand, however, is that these "conceptual" roads will impact our lives significantly in the short term. In addition to 11 homes in Quail Creek and Woodfield that will be earmarked to be destroyed, there is a much large population contained in the homes surrounding these conceptual roads that will negatively impacted. Our neighborhoods are full of upwardly mobile professionals and a large percentage of them will need to sell their homes to pursue new job opportunities in the upcoming months and years as this planning process continues. Your conceptual plan will make it virtually impossible for them to sell their homes at fair market value, if it all.

We believe that a grave injustice is taking place by not considering the large population density as one of the decision criteria over which one Alternative is chosen over another. The responsible thing for elected officials to do is to take this population density into consideration and select the alternative that negatively impacts the smallest amount of people. In so doing, it is clear that Alternative #2 is by no means the winner.

We urge you to reconsider your selection of Alternative #2.

(See attachment page 2 to this document.)

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	<b>E-mail:</b>	<b>scottr@partnc.org</b>

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Mary Fabrizio</u>	Phone <u>931-1048</u>
Affiliation <u>Quail Creek Homeowners Association</u>	Fax <u>931-1506</u>
Address <u>8512 Quail Creek Drive</u>	E-mail <u>maryfabrizio@aol.com</u>
<u>Colfax, NC 27235</u>	<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.

## Why Alternative #2 Should Not Be Chosen

1. We learned from PART staff that it was a "close call" in deciding that Alternative #2 become the recommended plan. The margin of error in estimating costs for construction even the playing field and offer no compelling reason that Alternative #2 "wins". The factor that PART is taking into consideration most in claiming #2 wins is cost (see arguments below as to how many true costs were not included in the plan estimate).
2. The average home values used to estimate cost of obtaining right of way was \$150,000. At least one-third of the homes that would be seized in Alternative #2 have an average value of \$250,000 .
3. Alternative #2 obliterates the entrance to Woodfield yet no plan to build a bridge or a new entrance was included in the cost estimate. PART now says they would most likely recommend a new entrance be constructed from Cude Road and estimate this cost to be \$600,000. Again, this was not included in the costs. What's more, this \$600,000 estimate does not include acquiring right of way from the properties on Cude Road or the from the developer who owns the remaining property in Woodfield.
4. Population density around the highway was not studied in these plans and Alternative #2 has the highest population density that would be negatively impacted.
5. The mammoth interchange at Pleasant Ridge & 68 (which would also be connecting I-73 and the New Northern Forsyth Airport Connector) will create a large amount of local congestion that was not considered as a negative impact in planning. In addition to already heavy commuter traffic, school buses use this route extensively.
6. One of the stated objectives of the highway plan was to divert traffic away from the airport as much as possible yet this interchange increases traffic near the airport (in comparison to Alternative #3).
7. Moving the Highway connector (#6 above) more north in Alt. 3 supports better "planning" for the undeveloped land between the airport and the highways because it allows for a larger amount of available land use that is uninterrupted by highways. This speaks to predicted growth in residential, commercial and office/retail development in this area and more organized planning to accommodate this growth, ensuring this continues to be a desirable place to live.
8. Alternative #3 direct Southbound I-73 traffic away from the airport to Painter Boulevard and directing traffic away from the airport is a stated goal of the study.
9. Alt. #3 impact 1 less business, and reduces noise mitigation from residents to 29 to 12 (vs. Alt. #2).
10. Alt. #3 supports impacts the least amount of brand new neighborhoods that were constructed after these roads were proposed.



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*This is page 1 of 2. My comments are  
fully contained on page #2.*

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	<b>E-mail:</b>	<b><u>scottr@partnc.org</u></b>

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Terry W. Yeazell</u>	Phone <u>(336) 931-0507</u>
Affiliation <u>Homeowner - Quail Creek</u>	Fax _____
Address <u>8500 Masons Pond Dr.</u>	E-mail <u>yeafam5@msn.com</u>
<u>Golfex, NC. 27235</u>	<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.

Terry W. Yeazell  
8500 Masons Pond Drive  
Colfax, NC 27235  
Ph. (336) 931-0507

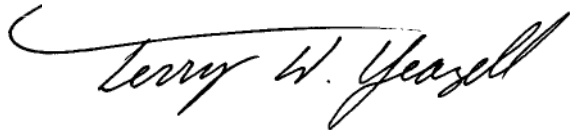
Gents:

This is the second time I have filled out this form for the same reason. My sentiments have not changed except for the fact that you have reversed your own decision in the eleventh hour and have eliminated the best solution (option #4) for nebulous and questionable reasons that are more excuse than fact. i.e. Your Area Transportation Study of April 15, 2003 is based on obsolete, misleading, inaccurate, and subjective data and does not include all actual costs that will be incurred by all alternatives like the removing and rebuilding of a water tower just to name one example. Option #3 is a lessor evil than option #2, therefore I can support #3, but in reality it is a lack of option.

You people try to attract corporations into your area in order to bring in jobs, out of state dollars and professionals like myself, which widens your tax base and lines your pockets. Then after your local landowners, developers, builders, realtors, bankers, and attorneys have extracted another measure of additional dollars, you want to slice through new developments like ours with your highways, which devaluates these large and durable investments. If you were truly a just and righteous people you would honor our homes and realize that once you approved an area for residential development, you lost your right to decimate it with your highways. Instead you are proving that we home owners and voting public mean nothing once the "local boys" have extracted all the cash they can. So now you want to doze it over and proceed with your own private agendas at our expense. If this is looking and smelling like a portrait of sun ripened fish laced with greed, then look at who is holding the paintbrush and consider the source. It is you! You are painting this picture for all to see. Is this really the way of the great state of North Carolina? The answer is in your hands.

I have been told that the law allows you to do this. The fact that a law is on the books does not necessarily mean that it is fair and just. Because you have the power and the right to do something, does not mean that it is the "right" thing to do. Show that you still have some humanity left. Prove that politics is not just another "dirty word". Do the right thing, and keep your roads out of the homeowners' back yards! Do not create another airport ghetto or waste land as so many local politicians around the country have done. Show that you are better than they are and that you have better solutions; if you dare.

Terry W. Yeazell

A handwritten signature in black ink that reads "Terry W. Yeazell". The signature is written in a cursive style with a large, sweeping initial 'T'.



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To whom this may concern:

I, Debra L. Yeazell prefer option #4, but for everyone as a whole I will support option #3. Option #3 will cost less than option #2. I know you thought option #2 cost less, but as we have pointed out to you, you all did leave out some things, and it will cost more than option #3, and option #3 will not bother any homes. Remember, we are real people who care and love our homes and our neighborhood. We are not pawns on a game board that you can move around as you please. Put yourself in our place.

Thank you,  
Debra L. Yeazell

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	<b>E-mail:</b>	scottr@partnc.org

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Debra L. Yeazell</u>	Phone <u>336-931-0507</u>
Affiliation <u>Homeowner - Quail Creek</u>	Fax _____
Address <u>4500 masons pond Dr.</u> <u>Colfax, N.C. 27235</u>	E-mail <u>Yeafam5@msn.com</u>
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	





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Please see attached letter<sup>1</sup>

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**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.

Name <u>Jim &amp; Sharon Duerscherl</u>	Phone <u>664-1113</u>
Affiliation _____	Email <u>masonspnd@yahoo.com</u>
Address <u>8505 Masons Pond Drive</u>	FAX <u>_____</u>
<u>Colfax NC 27235</u>	<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.

PART,

I am a resident of Quail Creek neighborhood and I am deeply concerned about the Greensboro Urban Area Thoroughfare Plan. I believe without a doubt that not much consideration was given to how Proposal #2 would destroy my neighborhood, plus Woodfield and Bull Run.

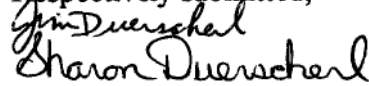
These developments are all fairly new. Proposal #2 would devastate homes and families that have already created a lifestyle that dreams are made of. Our peaceful bubble of utopia would be shattered and along with that would be a drastic decrease in property values, noise and pollution.

On an average, one third of the homes to be condemned would cost \$250,000 instead of the \$150,000 that they estimated, The entrance to Woodfield would be dissected and erased off the face of the development. In return, a new entrance would be erected on Cude which the estimate of cost would be around \$600,000. This was not included in the costs. Removal of the water tower on Pleasant Ridge/68 was not considered. What about the mammoth interchange at 68 and Pleasant Ridge Rd.? It will create a large amount of congestion with the local travelers and school buses, which use this road extensively. Add to that interchange, the new I-73 and the new northern Forsyth Airport Connector. What a mess!

I am asking that you consider Alternative #3. This plan directs Southbound I-73 traffic away from the airport to Painter Boulevard. Is that not the goal that everyone in the study wants? Alternative #3 would save the neighborhoods in question and impact the least amount of new neighborhoods that were constructed. Also, the school buses carrying our children to school would not have to worry about congestion and devastating accidents waiting to happen.

Thank you for your consideration.

Respectively submitted,

Handwritten signatures of Jim and Sharon Duerscherl in black ink.

Jim & Sharon Duerscherl  
8505 Masons Pond Drive  
Colfax NC 27235



## Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study  
AND  
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

**Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed).**

Please see attached letter.

Thanks,  
*Cynthia Marion*

<b>Please submit completed comment forms to <u>PART</u>, using any of the methods listed here:</b>	<b>Mail:</b>	<b>PART</b> <b>6415 Bryan Boulevard, Suite 18</b> <b>Greensboro, NC 27409</b>
	<b>Fax:</b>	<b>(336) 662-9253</b>
	<b>E-mail:</b>	<b>scottr@partnc.org</b>

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.

Name	<u>Corey + Cynthia Marion</u>	Phone	<u>665-1206</u>
Affiliation	<u>Quail Creek Neighborhood</u>	Fax	<u>                    </u>
Address	<u>1808 Quail Creek Ct</u> <u>Colfax, NC 27235</u>	E-mail	<u>themarions@mac.com</u>
		<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

To: TAC

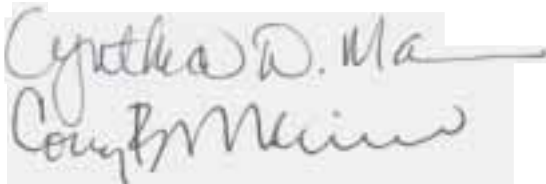
We are residents of the Quail Creek neighborhood in Colfax, which is currently at risk due to proposal 2 from the recent recommendation to the Greensboro Urban Area Thoroughfare Plan. The impact to my neighborhood and other new neighborhoods in the area is significant. Many residents who bought homes in these neighborhoods did their homework prior to building their homes ( average \$250,000 which is not reflected in the budgetary planning of this option) . Now that we have invested time and money into our homes and our neighborhoods, we are being told that a new road will impact that life and area that we worked so hard to find. I'd like to request that you take a moment to listen to the concerns of the residents in this area and consider the impact this proposal will have on them prior to formalizing your decision.

It appears from our perspective that very little consideration was given to the impact the road way and its effects would have on our neighborhoods. Not only will homes be taken, but entrances to these neighborhoods will be removed. There are over 350 residents in just these neighborhoods who will be impacted by this decision!! Not just the 30-odd homes noted in the evaluation grid.

Furthermore, we are concerned about the data on the evaluation grid. The lower than actual average home costs, and the lack of access road for the Woodfield neighborhood are very concerning. Furthermore, the congestion that this road will have at the intersection of Pleasant Ridge Road & 68 is distressing. I am concerned this roadway (which will negate a large part of the Bryan Blvd that it already in the planning stages to be moved for Fedex) will have more volume than the 68 / 40 interchange now.

We strongly urge you to reconsider Alternate #3 (as our neighborhoods collectively support). We also urge you to give this study more time and delay a decision at the TAC meeting until more information can be both shared and understood.

Thank you for your time and consideration

The image shows two handwritten signatures in black ink. The top signature is 'Cynthia D. Marion' and the bottom signature is 'Corey B. Marion'. Both signatures are written in a cursive, flowing style.

Cynthia D. Marion & Corey B. Marion  
1808 Quail Creek Court  
Colfax, NC 27235

To: TAC/PART  
Date: May 12, 2003

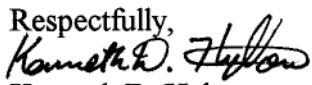
Ladies and Gentlemen,

I am a resident of Quail Creek in Colfax, and I am terribly concerned about the future of my neighborhood should alternative #2 be approved. After several years away from home, I chose to come back to NW Guilford county to settle down and raise my family. My decision was based on the excellent schools, beautiful spacious communities, being close to my work and low noise/air pollution. I purchased my home in March 2003 and I am sick of the thought that my beautiful home may lose value or be lost if alternative #2 goes through. According to the map of alternative #2, a highway will run right down my street!

Alternative #2 just does not seem to be the best or logical choice to me. There seem to be too little information and too many unanswered questions with this plan. For instance, the average home values used to estimate the cost of obtaining right of way was \$150,000. but at least one third of the homes that would be seized in alternative #2 have an average value of \$250,000. It also appears that population density around the highway was not studied in the plans, and alternative #2 has the highest population density that would be negatively impacted. One of the stated objectives of the highway plan was to divert traffic away from the airport, yet the interchange (at Pleasant Ridge and 68) would greatly increase it. Alternative #2 would require the removal of the water tower near 68 and Pleasant Ridge, and it appears that wasn't taken into consideration in the plan. It is obvious to me that we may become victims of poor planning if alternative #2 is approved.

My neighbors and I collectively support alternative #3, and strongly urge you to reconsider it. This alternative would direct southbound I-73 traffic away from the airport to Painter Blvd, and directing traffic away from the airport was one of the stated goals. Alternative #3 impacts one less business and reduces noise mitigation from 29 to 12. And most importantly, alternative #3 impacts the least amount of brand new neighborhoods that were constructed after these roads were proposed (mine being one of them!).

I feel that this proposed plan will sacrifice our beautiful community just to make it more convenient for people outside of Guilford County to get to the airport! I do not support a plan that seems to want to pave over NW Guilford County. My neighborhood and others like it are fairly new, and are full of people like myself who want to stay for a long, long while. Alternative #2, if approved, would undoubtedly cause more harm than good and may even force some current residents to leave Guilford County. I would strongly urge you to give this study more time and delay a decision until more information can be gathered and presented.

Respectfully,  
  
Kenneth D. Hylton  
Quail Creek home owner





## Public Comment Form

April 24, 2003

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*Please see attachment*

*Emery Coffey*

Please submit completed comment forms to <b>PART</b> , using any of the methods listed here:	<b>Mail:</b>	<b>PART</b> 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	<b>Fax:</b>	(336) 662-9253
	<b>E-mail:</b>	<a href="mailto:scottr@partnc.org">scottr@partnc.org</a>

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Emery Coffey</u>	Phone <u>668-8116</u>
Affiliation <u>Quail Creek Resident</u>	Fax _____
Address <u>8500 Quail Creek Dr.</u>	E-mail <u>ewciii@triad.rr.com</u>
<u>Colfax NC 27235</u>	<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.

May 19, 2003

PART Committee Members,

As a new resident of the Triad area, I put a great deal of time into selection of my home. The search included Randolph, Forsythe, and Guilford counties. Some of my choices were ruled out because of future plans for development in those areas. In the case of a particular home in Forsyth County, the realtor advised me of the close proximity of the Interstate 73 corridor. This same realtor knew of no such issues with my eventual selection in the Quail Creek Community.

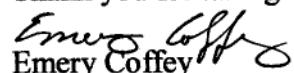
I have been in my home now for just over a year. I am curious how this relatively new neighborhood was constructed in an area that could have an interstate running directly through it. More importantly, how could two additional new neighborhoods (Woodfield and Bull Run) have the same issue. I was informed of the potential airport expansion, and it was not yet a firm decision. Seems to me that something as significant as an interstate should have been made known to the local real estate community.

After reviewing the comparison table for alternative proposals, I have several questions about the initial PART selection of Alternative #2 as the best plan:

1. Why select a plan that has the highest density of existing residents that will be adversely affected? The alternatives routed further north have fewer neighborhoods that will be impacted by the noise. The lighter density also means fewer county residents lose home value.
2. How much will the real cost of the plan increase when the actual cost of the homes affected is factored into the equation? The homes in the Bull Run, Quail Creek, and Woodfield neighborhoods are valued significantly more than the \$150,000 value used in the study.
3. Why does Alternative #1 have an additional spur to Highway 68 factored into the costs, thus raising the number of interchanges and overall length of the proposal? If this spur is removed, does its cost come in line with the other alternatives?
4. Has the land acquisition and road construction costs for a new entrance to the Woodfield neighborhood been factored into Alternative #2?
5. Has the cost of relocating the water tower at the Hwy. 68 / Pleasant Ridge intersection been factored into the costs?

In summary, I believe that PART does not have a comparison that is thorough enough to make a recommendation to TAC. There are costs that have not been factored into some plans, and there is extra construction costs factored into another. More importantly, I hope that cost alone will not play the only role in the recommendation. Traffic patterns, school bus safety, as well as land use and growth plans after the interstate construction are just as important for Guilford County and affected area residents.

Thank you for taking time to consider my questions. Sincerely,

  
Emery Coffey  
8500 Quail Creek Drive





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April 24, 2003

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*Please see the attached  
reasons to choose alternative 4  
over alternative 7.  
Thank you.*

Please submit completed comment forms to **PART**, using any of the methods listed here:

**Mail:**

**PART**

**6415 Bryan Boulevard, Suite 18  
Greensboro, NC 27409**

**Fax:**

**(336) 662-9253**

**E-mail:**

**[scottr@partnc.org](mailto:scottr@partnc.org)**

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.

Name John M. Thomas

Phone 336-393-0509

Affiliation Quail Creek

Fax \_\_\_\_\_

Address 8209 Coffey Drive

E-mail j-m-thomas@mlhdspring.com

Colfax, NC 27055

☐ Check here if you would like to be added to the PART mailing list.

John and Jennifer Thomas  
8209 Caffey Drive  
Colfax, NC 27235

May 9, 2003

To Members of the Transportation Advisory Committee:

I am a resident of Quail Creek and am writing to you to implore you to revise the plans for the future airport area transportation plan and choose an alternative other than number 2. I believe Alternative 4 would be a better choice. I believe several reasons merit your consideration:

- 1 Connecting the "western airport connector" into the existing Bryan Boulevard / Highway 68 interchange fits the purpose much more directly. It appears to me that the primary reason for the more northerly routing of Alternative 2 is to justify the routing of Interstate-73 into Bryan / Painter Boulevard. I don't know what the best solution is for I-73, but I suggest that the best solution for the airport connector should not be compromised because of I-73 – the best solution should be made for each. Those who will be using the airport connector will be better off with a direct routing to the airport as in Alternative 4, and funding costs could be reduced from using an existing interchange and a less developed right of way.
2. The difference between projected hard costs of Alternative 2 and 4 are insignificant. In my review of the chart prepared to compare the alternatives, cost was the only one on which Alternative 2 was preferable to Alternative 4. I have spent most of my career developing the financial projections for large corporate projects. I know that when you are considering projects of \$200 million dollars over 15-20 years your projections are inherently imprecise. They are likely only accurate within a range of \$30 million dollars either way. I don't know the details of the calculations, but I strongly suspect that the only insight from comparing the costs of the alternatives is to conclude that they are all expected to be of similar cost. The cost differences should not be a significant criteria in your decision.
- 3 The "soft costs" of the alternatives have not been adequately considered. There are financial "soft costs" such as the likely decline of the value of my home that we will suffer almost immediately upon your decision to support Alternative 2. More important to me are the quality of life costs. We chose our home specifically to have a "country feel" with a large lot and the privacy of trees behind us. We would like to remain here for 30+ years if possible. We chose to accept longer commutes and pay more for our home in order to enjoy the quiet and have a safe, less polluted area for our small children to grow up in. We analyzed this location extensively. We assured ourselves that due to the grading and a waterway, there would remain an approximately 200 foot easement of existing trees between the back of our lot and any future housing development.

We heard rumors of a long-term plan for an airport connection to Winston-Salem, but no one could tell us anything about the potential routing; we concluded that the only logical routing would bring such a highway into the existing Bryan Boulevard and Highway-68 interchange. Alternative 2 is planned to come directly across our back yard. We are dismayed about the possibility of having to move at a significant economic loss, or remain and lose many of the benefits or our location despite our best efforts to anticipate the future.

On a separate note, I question the long-term need for the separate airport connection to northern Winston-Salem. I commute to Winston-Salem everyday for my work and simply don't experience any traffic congestion. Given that Winston-Salem will have their own beltway, it will be very straightforward to access Interstate and Business 40 from that beltway or highway 52. I believe that expanding these existing corridors is likely to be much more cost effective, adequately serve the transportation infrastructure needs for several generations, limit the disruption of people's lives, and minimize environmental destruction associated with more highways.

No matter what alternative you proscribe, I urge you to insure a commitment to minimizing the noise and other environmental damage to neighborhoods along the right of way.

In conclusion, I advocate that you choose Alternative 4 over Alternative 2. I suggest to you that the loss of quality of life for us and our neighbors from Alternative 2 will be significant, that the public who will be using the airport connector will be better served by the more direct connection to the airport in Alternative 4, and that the public who will be funding these proposals will not be adversely affected. I hope you will consider this input seriously as you consider your decision.

Thank you,

A handwritten signature in cursive script, appearing to read "John M. Thomas".

John M. Thomas, CFA, MBA



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April 24, 2003

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I am a homeowner at 8209 Caffey Dr. I do not believe that another Winston-Salem to Greensboro roadway is needed. I would prefer to see Business 40 upgraded. I am strongly opposed to Alternative Plan #2. The road would disturb many residences, and it appears that it would cut through my backyard. If a new road must be cut, it appears that roadway alternative #3 would be a better overall option.

Please submit completed comment forms to <b>PART</b> , using any of the methods listed here:	<b>Mail:</b>	<b>PART</b> 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	<b>Fax:</b>	(336) 662-9253
	<b>E-mail:</b>	scottr@partnc.org

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Jennifer Thomas</u>	Phone <u>336-393-0309</u>
Affiliation <u>Quail Creek Subdiv.</u>	Fax _____
Address <u>8209 Caffey Dr.</u> <u>Colfax NC 27235</u>	E-mail <u>j-m-thomas@mindspring.com</u>
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

Paul & Denise Draeger  
8502 Mason's Pond Drive  
Colfax, NC 27235

May 12, 2003

To Members of the Transportation Advisory Committee:

I have been closely following the efforts of the state and local road planners as they pertain to the Piedmont Triad Area Transportation Study and their consideration of the final four planning scenarios currently on the table. I have a relatively large dog in this hunt from my personal perspective. At least two of the four would likely be visible from my living room, and three of the four would most certainly be audible from my currently peaceful deck. In discussions with members of these planning teams, residents of my homeowners' association have indicated that the plans are qualified as conceptual and the numbers generated have huge caveats as being very rough. Yet these conceptual levels of discussion and rough numbers are being used to drive very specific decisions as they pertain to my quality of life and my home's value. I will grant you that you have to use something to guide decision making in the early stages, but I would implore you to keep an open mind while you are at this early stage of planning and be aware that these rough figures and conceptual ideas should not be used to drive decisions in a vacuum. As I understand it, the current option of choice of the planning committees is Option 2. In reviewing these rough figures summarized in the document titled "Environmental Table for Public Hearing Alternatives", dated April 15, 2003, I don't see any compelling reason to choose Option 2, even at a high and rough level. I highly recommend your reconsideration of option 4 as the preferable option to pursue based upon soft costs, hard costs, and environmental impacts all detailed in the table and extrapolations of information from that table.

**Soft Costs:** When I look at this table, it appears to me that the impact to homeowners from a road of this magnitude being proposed comes in three concentric circles, only two of which come into play in your planning process. First there are the people who will have their homes purchased at fair market value due to the need to destroy these homes to build the road. Secondly there is the number of people who will have their homes impacted drastically by the noise. I believe that you call these "receptors impacted by noise". There is a third never mentioned consideration and that is the number of people who will have their quality of life and their real estate values destroyed as a result of being within close proximity of the road. I understand that North Carolina law precludes my seeking consideration for such damages, but what I don't understand is how this consideration doesn't even come into play in your planning process. Nowhere in the consideration of these plans does the number of people you will impact in a very negative and material way come into play. Please follow my logic for a moment regarding three of the four plans (2, 3, and 4).

	Option 2	Option 3	Option 4
Homes and businesses destroyed (as per your table 4/15/03)	36	32	39
Severe noise impact (as per your table 4/15/03)	29	15	12
"Proximity damage" (my extrapolation based upon double the number of homes destroyed and severe noise impact)	130	94	102

To assume that the number of "proximity damaged" homes would at least be double the number of homes impacted directly is likely very conservative. My point here is that option 2 has the highest number of noise impacted home of the four options. Lacking any due diligence around this "proximity damage" impact, I am amazed that you would continue to pursue finalizing a conceptual high level plan that after you approve it in early June will immediately and significantly impact my real estate values. This seems like utter disregard to the residents of this county, especially those who you directly impacting here. I suspect that the voters would feel that some greater level of diligence around this impact before making a decision would be the right thing to do. I believe that such due diligence would quickly lead you to option 4. Given that my concerns over this proximity damage consideration may have limited importance to your planning for some reason that I fail to understand and which the state and local planners who I have spoken with have failed to articulate, here are some other thoughts.

**Hard Costs:** From a bottom-line perspective, I see Option 2 as only about 5% cheaper than Option 4. At a rough level, 5% is a very tiny difference upon which to make a decision. Five percent can swing one way or another with greater planning specificity with the introduction of less than \$10 million in unforeseen costs.

Lichtenberger



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SEE ATTACHMENT

Please submit completed comment forms to <b>PART</b> , using any of the methods listed here:	Mail:	<b>PART</b> 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	Fax:	(336) 662-9253
	E-mail:	<a href="mailto:scottr@partnc.org">scottr@partnc.org</a>

**Please submit all responses by May 21, 2003. – Thank you for your input!**

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Jim and Theresa Black</u>	Phone <u>668-7180</u>
Affiliation <u>WOODFIELD SUBDIVISION</u>	Fax _____
Address <u>2301 Brigham Road</u> <u>Greensboro NC 27409</u>	E-mail _____
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	



To PART:

As residents of the Woodfield neighborhoods I want to express my concern about the recent proposal to the Greensboro Urban Area Thoroughfare Plan and its potential impact on our relatively new neighborhood.

Understanding the supporting data between the 4 previous plans proposed this past November, it appears that little consideration was given to how Proposal #2 would impact not only the immediate path of the roadway but also the detrimental effects of the neighborhoods, particularly new developments like Quail Creek, Woodfield, and Bull Run. Some of our concerns include the devastating impact the proposed highway would have to our tranquil environment, not to mention the significant decrease in property values, increased noise and pollution. These two developments alone have over 350 residents that will be impacted directly or indirectly by this decision.

I understand that these plans are "conceptual" at this point of the planning stage, however, you must realize that you are dealing with a constituency of residents who purchased their homes in a area of development based on proximity to work, schools as well as to secure the value in their homes. The notion of creating new highways in support of the increased traffic seems not only insensitive to cut through new developments but devoid of proper planning and property owners interests.

Information shared recently within our neighborhoods indicates that far too many questions need to be answered regarding DOT/PART's recent study. Data indicated on the comparison (evaluation) grid is incomplete. Examples include: Lower than actual average home costs; no grad separation or access road costs for Woodfield factored in the projected cost; little explanation of the impact on environmental-watershed concerns; and the congestion of intersections of Pleasant Ridge Rd. and Highway 68 – this particular intersection will be mammoth to take into consideration of local and throughway traffic (including school buses).

We strongly urge you to reconsider Alternate #3 (as our neighborhoods collectively support). We also urge you to give this study more time and delay a decision at the TAC meeting until more information can be both shared and understood.

Thank you for your consideration.

Sincerely,

*Jim and Theresa Black*  
*2301 Brigham Road*  
*Woodfield Subdivision*  
*(Lauren, 15 yrs. Sarah and James) 13 yrs. 10 yrs.*  
*our children*



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It is understood that alternative 2 was selected over alternative 3 due to cost. Yet, cost of a new entrance to Woodfield was not calculated nor was the cost of removal and/or replacement of the water tower at the planned interchange ~~between the~~ new connector and 68. Values of the homes to be acquired for the right-of-way were drastically underestimated. Future value of homes in these recently established neighborhoods will be greatly diminished. Increased traffic will increase congestion, noise and pollution in what is now a tranquil environment.

Please submit completed comment forms to <b>PART</b> , using any of the methods listed here:	Mail:	<b>PART</b> 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	Fax:	(336) 662-9253
	E-mail:	scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Sarah Brubaker</u>	Phone <u>(336) 931-0934</u>
Affiliation <u>Resident</u>	Fax _____
Address <u>2211 Brigham Rd.</u> <u>Greensboro, NC</u>	E-mail <u>wbrubaker@triad.rr.com</u>
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	